

THE Hongkong Weekly Press

AND China Overland Trade Report.

VOL. XLVIII.]

HONGKONG, SATURDAY, 10TH SEPTEMBER, 1898.

No. 11.

CONTENTS.

Epitome of the Week, &c.	209
Leading Articles:—	
The Chamber of Commerce on the Kowloon Extension and the Customs	210
French gains in China	210
Great Britain and Railway Guarantees in China	211
Spheres of Influence and the Open Door	212
Dr. Dudgeon and the Opium Question	212
An Anglo-German Alliance	213
The Civil Services of America and Great Britain	213
Supreme Court	214
Hongkong General Chamber of Commerce	214
The Chamber of Commerce on the Kowloon Extension and the Chinese Customs	214
Rental of Wharves	216
The United States and the Philippines	216
Opening of Kiaochau	216
United States Generals in Hongkong	216
The Americans at Manila	216
Hongkong Sanitary Board	218
The Rising in Hainan	219
The Kwangsi Rebellion	220
Heavy Storm in North Formosa	220
A Disabled Steamer	220
More Deaths From Heat Apoplexy	220
The New American Navy	220
Public Works Report	221
A Fracas on the Praya	221
Enquiry at the Harbour Office	222
The Gymkhana	222
V. R. C. Aquatic Sports	222
Shooting	223
Royal Engineer Quadrille Club	223
Correspondence	223
The Chinese and Manila	224
The Haiyang Arsenal	224
A Prefect's Yamen Destroyed	224
Shocking Murder at Shanghai	224
Hongkong and Port News	225
Commercial	226
Shipping	228

DEATHS.

At Shanghai, on the 24th August, 1898, JOAO GOLBERTO DE JESUS, aged 39 years.
At Nazareth House, Hammersmith, London, W., on the 1st September, Captain ALEXANDER STOPANI, of the Hongkong and Whampoa Dock Co.; aged 61 years. Deeply regretted. (By Telegram.)
On September 2nd, at 7, Caine Road, suddenly at 3.30 a.m., THOMAS BAXTER POWELL, aged 33 years.

ARRIVALS OF MAILS.

The American mail of the 4th August arrived, per P. M. steamer *Aztec*, on the 6th September (33 days).

EPITOME OF THE WEEK.

The risings in Kwangsi and Hainan are still unsubdued.

The Woosung railway was opened to traffic on the 1st September.

News was received in Hongkong yesterday of the dismissal of Li Hung-chang. This is a blow to Russian ascendancy at Peking and another victory for Sir Claude MacDonald.

The China Merchants' S.N. Co. have, we learn from the *N. C. Daily News*, granted a rise of \$2 a month to their seamen and \$4 to their firemen, to date from the 1st of August.

The wreck of the *Amarapoora* was sold by auction at Shanghai by Messrs. Hopkins, Dunn & Co. on the 30th August. The vessel was knocked down to a Chinese iron merchant named Yu Chong-tai for Tls. 8,300.

It was announced recently that no Chinese would be admitted to Manila, but the notification has since been modified by the admission of Chinese other than labourers who belong to the so-called exempt class under the American-Chinese Restriction Act.

Kiaochau is going ahead. It is reported that it is to have an official organ, commencing from November next, to be known as the *Deutsch-Asiatische Warte*, or "German-Asiatic Outlook." It is also said that a full brewery plant is now on its way out from Germany.

Reports have been current both at Manila and Hongkong that Germany has purchased Palawan and Sulu from Spain. The German cruiser *Arcona*, which left Nagasaki some time ago for an unknown destination and provisioned for a long cruise, is said to be at Palawan.

It is stated, on very reliable authority, that an agreement has been concluded between the French and Chinese Governments whereby the former are to be allowed to use the docks and arsenal at Foochow for the purpose of carrying out repairs to the ships of their fleet.—*N. C. Daily News*.

A heavy storm occurred in the Formosa Channel at the end of last month, in which the American barque *Come*, bound from Amoy to Newchwang, was lost. It was reported that the Captain and his wife were drowned but later news by telegram from Amoy states that they were saved.

The American occupation of Manila is having its effect upon the language of the newspapers. The *Comercio* prints its telegrams in English and Spanish, and nearly half the advertisements are in English or include an English translation of the Spanish text. The straits to which recent events have reduced some of the residents is reflected in the advertisements of property of various descriptions, especially articles of luxury, such as horses and carriages, to be disposed of. There are several "fine milord carriages" for sale.

A Peking despatch states that a Censor has memorialised the Throne to open the whole maritime and Yangtze riverine ports of the Empire to international commerce, in order to prevent once for all further encroachments on the integrity of the Empire, by the applications of foreign powers for naval bases, etc., and that the Emperor has ordered the Tsungli Yamen and the High Imperial Commissioners of the Peiyang and Nanyang Administrations to consult with the Viceroy and Governors of the provinces concerned in the question for report to the Throne.—*N. C. Daily News*.

The members of the Spanish Civil Service in Manila are greatly concerned about their position and prospects, as is only natural. In the *Comercio* of the 2nd September appeared a notice calling a meeting of all concerned, to be held the following day at the Spanish Club. We do not find any report of the meeting in the following issue, but there is a paragraph, written apparently after the meeting, in which the hardship of the situation and the supineness of the Madrid Government are commented on. Senor Jaudenes, it appears, sent urgent telegrams to Madrid on the subject on the 20th, 24th, and 25th August, but all the reply he received was that the officers were to remain at their posts and further provision would be made.

The remains of the late Mr. Rawson Walker, British Consul at Manila, which had been temporarily interred in the Paco cemetery, were exhumed on the 30th August and reinterred in the foreign cemetery at San Pedro Macati. The whole of the English colony was present and also Admiral Dewey.

General Merritt, of the U. S. Army, left for Paris by the last English mail to attend the Hispano-American Peace Conference. General Greene has gone to Washington to advise the U. S. Government in the matter, and was accompanied by F. Agoncillo, High Commissioner and Envoy extraordinary to All the World for the Philippine Islands.

The Committee of the Hongkong Chamber of Commerce have adopted a series of resolutions, which have been forwarded to the Government, in which they recommend (1) that the Chinese Customs office be no longer permitted to collect duties in the colony or its waters; (2) that all opium arriving in the colony be accounted for, either through the agency of bonded warehouses or otherwise; (3) that the Government do all in their power to protect the Chinese revenue, more especially with regard to the opium farmer; and (4) that the revenue stations and revenue cruisers be removed beyond the limits of British territory and British waters.

The total revenue collected by the Chinese Customs for the second quarter of 1898 again shows a considerable decline, as the following comparative figures indicate. They are in Haikuan taels, as usual:—

	1898.	1897.
Twenty-five Chinese treaty ports & stations	5,330,880	5,975,115
Kowloon & Lappa	198,161	255,633
Lungchow & Mengtze	33,919	31,800
Szema	2,919	2,281
Total	5,565,879	6,264,829

The falling-off in Shanghai alone amounted to over half-a-million taels.

We learn that Mr. A. E. Wileman, who has just returned from leave of absence in England, has been appointed Vice-Consul for Hyogo and Osaka, in place of Mr. F. W. Playfair, who has been appointed Consul to Hakodate. Owing to the absence of Mr. Hall on leave, Mr. Playfair is now Acting Consul, and will not leave for his new post before the 15th of next month. We also hear that Mr. R. de B. Layard will go to Tamsui, and that Mr. Bonar, who is now Consul at that port, may be appointed Consul at Yokohama. According to rumour, there is to be a change in the status of the various Consulates. At present Yokohama ranks first, but as soon as the new Treaties come into force and Her Majesty's Court for Japan is abolished, Yokohama is so near to the Legation in Tokyo that there will be no necessity for the Consul, who now acts as Assistant-Judge, to be appointed because of his seniority and long experience. Therefore the Consulate for Hyogo and Osaka (Kobe) will rank first, as the largest British trade is done here, Nagasaki will rank second, and Yokohama third. Presuming that the reports, which have been in circulation for a week or two past, are well founded, Mr. Hall will remain in Kobe and Mr. Longford at Nagasaki, and the next Consul in order for promotion (Mr. Bonar) will be appointed to Yokohama.—*Kobe Chronicle*.

THE CHAMBER OF COMMERCE ON THE KOWLOON EXTENSION AND THE CUSTOMS.

(Daily Press, 3rd September.)

In another column will be found some interesting correspondence recently conducted by the Chamber of Commerce with the Government on the subject of the Kowloon Extension and the position of the Chinese Customs. As to the undesirability of continuing Chinese jurisdiction at Kowloon city there can be no difference of opinion, but when the Chamber comes to deal with the Customs question and the protection of the Chinese revenue it breaks altogether new ground. Hitherto the most generally held view has been that it was China's business to protect her own revenue and that if Hongkong could make a profit by smuggling it was quite legitimate and proper to do so. And a good deal of smuggling has gone on, notwithstanding the provisions of the Opium Convention, the Hongkong Government through its instrument the Opium Farm being a direct participant therein. The Committee of the Chamber of Commerce now say that while they are invincibly opposed to the continuance in the colony of the Customs collectorate of a foreign state they "have no wish to place any impediment in the way of that state obtaining its rightful revenue, nor do they desire that a single dollar should be made by the Hongkong Government at the expense of China." Such an admission as that is almost enough to make the late Mr. RYRIE turn in his grave. But the Committee go further and say that in the matter of opium "more could perhaps be done than is at present by the Hongkong Government in safeguarding the Chinese revenue. The present system of licensing an Opium Farmer leaves much to be desired, and the Committee would suggest that the Government should give its consideration to the formulation of some other scheme which will not only provide an effective check on the import of the drug but will trace it also to consumption or exportation." We believe the Committee has since been engaged in itself formulating a scheme of the character indicated in the above extract. What the final outcome may be we cannot say; if it takes the form of a bonded warehouse, which is somewhat akin to a Custom-house, we may hear objections raised on the ground of the freedom of the port being threatened; but however that may be, we hope the Committee will find itself able to continue its objection to the Opium Farm, which is not only a direct infringement of the freedom of the port and an obstacle to the free movement of the passenger traffic, but is also highly objectionable on moral and political grounds. What is the use of the Hongkong Government preaching to the Chinese Government about the iniquity of farming out taxes when it does the selfsame thing itself? Almost any arrangement that would rid us of the Opium Farm would be welcome, even if it involved some loss of revenue; though it does not necessarily follow that a more reputable means of collection would result in loss.

The Committee say they believe some understanding was given to the effect that the extension of the Colony's boundaries should not prove a source of loss to the Chinese revenue. Nothing of that sort appears in the agreement, but presumably something of the kind must have taken place, for we believe that Sir ROBERT HART was, subsequent to the conclusion of the agreement, invited to express

his views as to the arrangements to be made in connection with the removal of the existing Customs stations, which naturally cannot be allowed to continue in their present positions now that the alteration of the boundary has placed them within British territory. Sir ROBERT HART's reply has not been made public, but it is reported that the great I. G. was not at all backward in coming forward, and that in fact he asked for a great deal more than he is likely to receive. Whether the Committee of the Chamber of Commerce were in possession of the views of Sir ROBERT HART at the time they wrote the dispatches published in another column we do not know, but at all events they say they "quite concur in the desire to assist the Chinese Government in the matter so long as it can be done without hampering the trade or impeding the development of the colony." If that spirit characterises the negotiations throughout there ought to be little difficulty in arriving at an arrangement. Whatever the nature of that arrangement may be, one thing is certain, and that is that the Chinese Customs can be endowed with no executive functions within British jurisdiction. The Hongkong Government may afford them such information as it may think proper as to the trade of the colony to and from China, and the Customs will be at liberty, as they are to-day, to find out as much as they can for themselves, but they cannot be vested with authority to enforce the payment of dues within the jurisdiction of this colony. If as a friendly arrangement any portion of China's revenue is to be compulsorily collected within the colony it must be collected by the Colonial Government. Beyond the confines of the colony new customs stations will of course be set up to replace the present ones, where cargoes can be examined, fines imposed for breach of the regulations and so forth, but within the colony itself only British jurisdiction can be exercised.

As to the office maintained by the Customs in Queen's Road, Sir ROBERT HART may consent to its removal if pressed upon the point, but the Hongkong Government would have no right to insist upon its removal. The Government could hardly propose to deport Mr. HILLIER as a person dangerous to the peace and good order of the colony, and it could not do so even if it wanted, because he is a British subject. The Commissioner of Customs has as much right to rent a house and office in Hongkong as any other man, and to write his despatches and compile his returns in the said office. There is nothing contrary to the law in that. The Commissioner and his staff are in just the same position as the man in the street; they are vested with no authority exercisable within the colony and they enjoy no immunities. There seems, however, to be some popular feeling against the existence of the office, and if the Government thinks this feeling merits consideration we entertain little doubt that Sir ROBERT HART will receive in a friendly spirit any representations made to him on the subject. The desire for the removal of the Commissioner, however, rests, we believe, on some confusion of thought. It is supposed that with the disappearance of the Commissioner espionage also would disappear, but that will not be found so in practice. We have shoals of spies and informers in Hongkong, who will continue to sell their information to the Customs whether the Commissioner resides in Hongkong or not. There is nothing illegal in the calling of a spy or private detective, and as the gentry em-

ployed in that capacity by the Customs are paid by results, as they also are when employed by the Hongkong Government, they may be depended upon to continue their avocations so long as there are any results to be obtained. Nor could the Customs afford to dispense with the information these men furnish, unless the Hongkong Government would undertake to obtain and supply the Customs with correct returns of the cargoes carried by junks, which is scarcely probable, for a proposal for the collection of trade statistics was very emphatically condemned some years ago by the mercantile community. Espionage is in its nature so repulsive to the average man that it strikes him as strange that there is no means of suppressing it, but such is the case. Detectives are daily sent from England to France and vice versa and in neither country are they interfered with so long as they do not infringe the law, nor can they be interfered with in Hongkong. The truth may be unpleasant, but it is a truth none the less. Customs spies therefore we will always have with us, unless their occupation is made unremunerative by reason of the Hongkong Government's effectively co-operating in the prevention of frauds upon the Chinese revenue being launched in this colony.

FRENCH GAINS IN CHINA.

(Daily Press, 5th September.)

While all eyes have been directed to the movements of Russia in the North comparatively little attention has been bestowed on French movements in the South. A yellow book has recently been issued containing the diplomatic correspondence on the affairs of China for 1894 to 1898. Our Shanghai contemporary *L'Echo de Chine* has published a series of articles on this yellow book, reproducing the principal despatches and summarising the general results. Our contemporary is of opinion that France has been fairly successful in her policy, and the opinion is not without warrant. The despatches may be divided into two series, one dealing with the establishment of a sphere of influence, politically and commercially, and the other with the protectorate of Catholic missions. It is with the first only that we need concern ourselves. Reference is made to the delimitation of the Tonkin frontier, and in giving a despatch upon this subject the *Echo* remarks that "it is superfluous to say that the delimitation had been made in the most favourable sense for us." But having marked out the boundaries of her property it was necessary, continues the article, for France to take guarantees against the risk of having troublesome neighbours. "The establishment of a privileged position in the three provinces bordering upon Tonkin—Yunnan, Kwangsi, and Kwangtung—is a work which, thanks to a succession of events, the one completing the other, is now almost entirely concluded." The Supplementary Commercial Convention of the 20th June, 1895, opened to French trade the three stations of Tonghing, Hokeou, and Szemao, and provided for the establishment there of French Consular agents. On the 1st February, 1897, in consequence of the opening of the West River obtained by England, M. HANOTAUX instructed M. GERARD "to claim compensations in order to re-establish the equilibrium thus disturbed to our detriment." Instructions were sent from Saint Petersburg to the Russian representative at Peking to support the demands of his French colleague. The energetic action of M. GERARD were crowned with what

our contemporary terms success, that is, a promise was given never to alienate the island of Hainan. "Finally, in consequence of the cession of Kiaochau to Germany, the occupation by Russia of Port Arthur and Talienwan, and the advantages of various descriptions accorded to Great Britain, we also had to make effective the titles that we possessed to positive guarantees of the friendship of China." Accordingly a lease of Kwangchowwan was acquired and a guarantee of the inalienability of the provinces of Yunnan, Kwangsi, and Kwangtung. This guarantee is in terms practically identical with those in which the guarantee given to Great Britain respecting the non-alienation of the Yangtze Valley is given. The precise value to be attached to such guarantees is a point still to be determined. Recent proceedings in Parliament show that the point as affecting the Yangtze Valley has been exercising the minds of our legislators, but without leading to much enlightenment. It will be remembered, too, that it was stated in the House of Commons the other day that a guarantee identical with that given to France had been given to Great Britain in respect of the provinces of Yunnan, Kwangsi, and Kwangtung, and seeing that similar guarantees might be given to any number of Powers they cannot be regarded as in themselves setting up spheres of influence. This is recognised by our French contemporary, which says that the guarantees up to this point "constitute a privilege of a purely negative order." It was necessary to give them positive and practical applications. "Thus conjointly with their properly political action our representatives at Peking used all their efforts to assure to France the usufruct of a domain the real ownership of which we did not wish to pass into other hands." Accordingly, a concession was obtained for the Compagnie des Fives-Lille for the construction of a railway from Lungson to Lungchow, together with a promise of a further concession for a line from Lungchow to Nanning and Pose. Thus a "route of penetration" into Kwangsi was obtained. The same was necessary for Yunnan. An arrangement was therefore made that China should improve the channel of the Upper Red River and repair the roads leading to the provincial capital. On the 9th April, 1898, a further concession was made. In a despatch to M. DUBAIL the Tsungli Yamen declared that "The Chinese Government accords to the French Government or to a French Company to be designated by the latter the right to construct a railway from the Tonkin frontier to Yunnanfu, the Chinese Government having no charge beyond supplying the land for the road and its dependencies. The trace for this line is now being made and will be fixed hereafter by agreement between the two Powers." Further, in a despatch dated 28th May, 1898, M. PICHON announced to M. HANOTAUX that "The Chinese Government has consented to our demands for a railway from Pakhoi to the West River. It is understood that none but a French or Franco-Chinese company may construct any railway starting from Pakhoi." In concluding its summary our contemporary says:—"Finally, our economic position in the three provinces bordering upon Tonkin was consolidated by paragraph 2 of the agreement of the 12th June, 1897, which stipulated that, conformably to article 5 of the Supplementary Commercial Convention of the 20th June, 1895, in the three Southern provinces of Kwangtung, Kwangsi, and Yunnan, the Chinese Go-

vernment for the exploitation of its mines shall apply for the assistance of French engineers and mechanics." With reference to the latter point we think it may be at once taken for granted that the British Government would not accept such a reading of this agreement as would exclude British mining enterprise from the Kwangtung province. With reference to railways Great Britain might advantageously follow the formula adopted by the French and demand for the British Government or a British Company to be nominated by it the concession for a railway from the Kowloon border to Canton and beyond. A study of the French correspondence emphasises the necessity for marking out spheres of influence, otherwise, wherever British enterprise turns in China it may be confronted with paper concessions obtained by other nationalities for the express purpose of obstructing and thwarting it. If we decline to recognise spheres of influence we may see foreign railways brought right up to our Kowloon boundary, or if the lines themselves are not constructed the applications of British subjects to construct them may be refused on the ground that concessions have already been granted to other parties.

GREAT BRITAIN AND RAILWAY GUARANTEES IN CHINA.

(Daily Press, 6th September.)

In his speech in the House of Lords on the 1st August on the subject of railway concessions in China, while arguing generally against the giving of guarantees by the British Government, Lord SALISBURY supplied at least one argument that tells very strongly in the opposite direction. "You must bear in mind," said the noble lord, "that in all new countries English capital has hitherto not entered upon railway enterprise, you may say generally, without the assistance of a Government guarantee. In India, populated, wealthy, orderly as it is, every railway of importance has been made with a Government guarantee. In South America, where there is an enormous mass of British capital invested in the railways, in almost every case the undertaking was begun by the concession, or the promise from the Government, whichever it was, of a Government guarantee. You will get no guarantee of that kind from China; in the first place, because they do not very much wish for railways; and, secondly, because I do not think they have the money." In that case, why should not the British Government supply the guarantee? Because, says Lord SALISBURY, the British Government cannot do so without departing from every tradition it has hitherto observed. Then let the Government depart from its traditions. But there is in truth no tradition on the subject to depart from; the use of the word in such a connection is altogether mistaken and unjustifiable. We have to deal with an absolutely new set of conditions, where we have neither history nor tradition to guide us and must rely on reason and experiment. Seeing that, as Lord SALISBURY reminds us, railways have not been constructed even in India without a guarantee; that railways in China are an urgent requirement and would in all probability pay well; and that other Governments appear to be willing to give guarantees in order to secure railway concessions for their nationals; given all these conditions does it not seem desirable that the British Government should also be prepared to give guarantees, in order that the railways may be constructed

with British capital, of British material, and remain as regards their working under British control?

Lord SALISBURY says that if British capitalists come forward Her Majesty's Government will do all in its power to obtain for them concessions for the work they undertake. That is all very well in its way, but it is a very small way. One would not look for a return of more than six or seven per cent. at the outside from a railway, and that does not afford sufficient inducement to capitalists to run the risks involved in making a railway in a foreign country without a Government guarantee. In such case the capitalist is exposed to the risk of ruination if things go wrong, whereas to a Government the financial risk involved in a railway guarantee is a mere fleabite. Seeing, then, that railways in China are more important to Great Britain from the point of view of national interests than merely as a means of investment for capitalists it seems reasonable that the Government should assume so much responsibility as may be necessary to induce capitalists to come forward. Also it would be much easier for the Government to obtain concessions for itself, which it might subsequently hand over to a company, than to obtain them for a company in the first instance without any formal Government guarantee. If a company has to be formed in the first instance its plans must necessarily be disclosed, with the result that rival plans and rival routes are put forward, bribery is imported into the matter, and the result probably is that the final decision is not that which prudence and integrity would dictate. A Government, on the other hand, having made up its mind as to what is desirable, can secure it quietly and effectually, without encountering resistance, as France obtained the concession for a railway from Pakhoi to Nanning, with a further undertaking that no line starting from Pakhoi for any other point should be made by other than a French or Franco-Chinese company. Why should not the British Government in the same way obtain in its own name a concession for a railway from Kowloon to Nanning? Having obtained such a concession there would be no difficulty in getting a company to take it up with a very moderate guarantee. The matter is urgent, because if the French line from Pakhoi to Nanning is constructed it will soon throw out branch lines and lead to the inception of larger plans, so that by the time an unaided British company is ready to undertake the Kowloon line it may find the ground already cut from under its feet.

But after all, in effect asks Lord SALISBURY, does it very much matter? Replying to Lord KIMBERLEY he asked him if he had satisfied himself that the construction of a railway in a country will give you political power in that country, and went on to say:—"I do not know on what precedent that very popular doctrine is founded. We have an admirable railway, the chairman of which is a well-known member of this House—the Smyrna railway. I believe that is one of the few Turkish lines which pay, but I never heard that the construction of that line by British capital, or its management by British directors, has given to England the slightest control over the Asiatic provinces of Turkey. If you come to examine it in detail I do not see how the liberty to make a railway and to run a railway can give to any foreign country a political power over China." We do not believe there is any real ground to fear the in-

stitution of preferential rates on foreign built railways (a point with which Lord SALISBURY dealt in his speech), though even as to that it would be well to be on the safe side and have the railways in our own hands as far as possible, but the ownership of at all events certain of the projected lines of railway in China is of very real importance politically. The example of the Smyrna railway does not apply. Lord SALISBURY might have instanced also the Manila Railway, which might perhaps have been considered more in point as being nearer to China. It is very little political influence that the Manila Railway, though a British owned line, has brought to Great Britain, while to the proprietors it has not proved remunerative. But how different would the case be with either the Smyrna or Manila line if it started from British territory. In that case they would carry British influence with them throughout their whole length, as would a British line starting from Kowloon, Shanghai, or any port where British interests preponderate. The language used in conducting the business of the line would in itself be a factor of no small importance, and we would prefer that the language should be English. In South China the race is between Great Britain and France. The latter is steadily extending her influence, with her accessions of territory and her railway and mining privileges, close up to our boundary, and if England wishes to preserve or extend her influence she must be up and doing. If railway communication with Canton be established by France before it is established by Great Britain the latter, if she does not find herself totally debarred from railway enterprise in the South, will find her influence very seriously diminished both politically and commercially. A Colonial Loans Fund Bill is to be introduced in the Imperial Parliament to authorise the creation of a fund for the purpose of granting loans to colonies. Would it be too much for Hongkong to ask for assistance from this fund for the construction of a railway from Kowloon to Canton and thence to Nanning? The financial risk to the colony would be small, the possible benefits enormous.

SPHERES OF INFLUENCE AND THE OPEN DOOR.

(Daily Press, 9th September.)

The idea that many people have in their mind when they speak of the application of what is termed the policy of the open door to China appears to be that such a policy would mark out the whole country as a sphere of British influence. Hence the warmth with which they support it. But, unfortunately, a little examination will show that the effect would be something very different. As regards commerce in its every day aspect, the import and export of goods and their free sale, the open door policy is one to be insisted upon, if necessary, as Sir MICHAEL HICKS BEACH said, at the cost of war; but no nation has hitherto opposed the policy in that application of it, while Germany at Kiaochau, Russia at Talienwan, and, we believe, France at Kwangchauwan, have formally approved and endorsed it. But when we come to railway and mining enterprise and the reorganisation of the Chinese Army and Navy and Civil Service, there must of necessity be spheres of influence, and the Power that refuses to recognise the fact incurs the risk of being left without a sphere at all. It has been suggested that Great Britain should call a Conference of

the Powers to persuade them to leave China alone for ten years, jointly giving the Emperor such assistance as he may need to preserve internal order, and allowing China to select for herself foreigners to reorganise her army, navy, finances, public works, &c. What sort of a selection would China make under such circumstances? If her choice were really free and unfettered she would fall a prey to disreputable schemers and plotters who were ready to make promises and hold out inducements which they had neither the intention nor ability to fulfil. It would be like a case of sending out a child of tender years with money to buy a new suit of clothes for himself and letting him fall into the hands of the second hand dealer. But it is inconceivable that China could be left to exercise an unfettered choice. Each of the Ministers at Peking, except perhaps our own, would be urging the claims of this or that candidate and the one that could urge the strongest or the most unscrupulously would carry his point. It would be much better that the Powers principally interested should agree amongst themselves, if any agreement were found possible, as to the share each shall take in the development of the Chinese Empire, in the same way as rival shipping firms on the coast, when they find that neither can cut the throat of the other, make an agreement to work together in amity and for their mutual advantage. If Great Britain were prepared to mark out the whole of China as her sphere of influence, well and good; the policy would be a bold one and one worth fighting for; but to forego spheres of influence altogether, whether large or small, would be to practice a self-abnegation that is quite uncalled for. England's true policy is to stand up for the open door so far as the import and export of goods and ordinary trade are concerned, but as to mining and railway enterprise, control of public works, and reorganisation of the public services, to recognise spheres of influence, marking out for herself a rather large sphere. The open door and spheres of influence are not necessarily antithetical. We hold the door open in Hongkong, for instance, but allow of no derogation of British sovereignty over the place. The same model has been adopted for the free ports of the other Powers on the China Coast, and we doubt not that British merchants will benefit from the new openings thus afforded. The same principle could be equally well applied in spheres of influence as in open ports. It would also be more wholesome for China to know to whom she was to look for guidance in any particular direction than to have competitors overbidding each other in their attempts to corrupt her officials by bribery.

DR. DUDGEON AND THE OPIUM QUESTION.

(Daily Press, 7th September.)

The assertion made by Dr. DUDGEON, when emptying forth his soul to Reuter's representative, to the effect that "the opium trade was responsible for the seeds of dissolution, enervation, and widespread demoralisation, corruption, and bribery among the officials" of China was sufficiently sweeping, one would imagine, but the worthy doctor was not satisfied with that comprehensive statement. He went on to say:—"After thirty-five years' knowledge of China, I unhesitatingly affirm that had it not been for the opium traffic China would not have been defeated in the late war, and would not be in her present helpless condition." We are sadly afraid that Dr. DUDGEON, like many more good persons, has got a maggot

in his head. He is so thoroughly persuaded of the pernicious effects of opium smoking, and he has argued so long against it and the peculiar moral obliquity of those who indulge in the opium trade, that he is quite ready to ascribe all the ills that flesh is heir to, all the misfortunes that afflict mankind, to the use of this detested drug. It would not surprise us for one moment to learn that the missionaries trace the recent outbreaks of plague to the habit they denounce with such tireless iteration; and perhaps there may be some connection between the two. Opium smoking is a dirty habit, and the divans in which it goes on are certainly as a rule most uncleanly dens. It is true that the domiciles surrounding them are not much more inviting, and that all sanitary laws are generally set at naught in every Chinese village, town, and city. Nevertheless the fact remains that opium smoking is an incentive to idleness and dirt in person and dwelling. So if Dr. DUDGEON wishes to indulge in conclusions, why not accuse the opium merchants of causing epidemics; then, arguing from want of energy in officials, ascribe to them the rebellions, the famines, the floods and fires that occasionally desolate the Middle Kingdom. There is nothing like being thorough. If opium smoking was the real cause of the overthrow of Chinese arms in the Sino-Japanese War, it is no doubt also responsible for the other ills that have afflicted the nation.

For our part we are not disposed to go quite so far as Dr. DUDGEON. We might, with as much justice, lay the blame of the French defeat in 1870 to the use by Frenchmen of that insidious poison absinthe. The real cause of the collapse of NAPOLEON III's armies was to be found in their unprepared condition, to the corruption that had cankered the Imperial Government. Very similar causes operated in China, when her troops went forth to meet the disciplined and well armed soldiers of the MIKADO. For more than two decades that arch scoundrel LI HUNG-CHANG, in his post of Viceroy of the metropolitan province and Superintendent of Northern Trade, had enjoyed a free hand in organising the national defences. He and his minions had been entrusted with the task of creating a navy, maintaining it in efficiency, erecting fortifications, organising, drilling, and arming the troops, and of creating transport, commissariat, and other service corps. Immense sums of money passed through this man's hands, and if properly employed they would doubtless have sufficed for the purpose, or at any rate have created an army and navy that could have made some stand against a foe. Instead of this, when the crisis came upon his country, it found her utterly unprepared. The Navy was so ill found, and, the foreign instructors having been driven away by the arrogant action of the mandarin, the men so ill disciplined, that the inferior vessels of the Japanese fleet were able to sink or disable the Chinese ironclads and secure uncontrolled command of the sea. On land the Chinese battalions fared even worse. Never able, from lack of discipline and inferior arms, to make a stand against the Japanese army, they were uniformly rolled back with as much ease as the Allied Forces swept them away a quarter of a century before on the plains of Chihli. Meanwhile the man primarily responsible for this colossal collapse of the bubble of China's greatness, LI HUNG-CHANG, the perjured murderer of the WANGS and intriguer against all honest mandarins, had amassed for himself a fortune probably equal to ROTHSCHILD'S

and had built up a reputation for astuteness in his dealings with foreigners which had made him appear to the Peking Authorities an indispensable medium. Even the proof of his failure and of his gross betrayal of his country's welfare did not long serve to keep him in the cold shade to which in any other country he would have been eternally relegated. His great wealth enabled him to gradually again win over supporters in the capital, including the avaricious Empress Dowager, and he is once more endowed with great powers, and in a position to again sell the interests of his unfortunate country to the highest bidder. We are not aware that opium has had any particular share in corrupting the mind of this aged but ill-bred and unpatriotic official. On the other hand, that erratic but energetic and well meaning satrap, CHANG CHIH-TUNG, has, if we are not misinformed, been for years a votary of the much abused drug. Yet he has neither sold his country nor piled up a gigantic fortune out of the spoils of office and the making of contracts.

No. Dr. DUDGEON's affirmation may have been very solemnly made, and he may have felt very deeply that in some cases which have come to his knowledge the vice of opium smoking has enfeebled the body and marred the career of certain officials, but one swallow does not make a summer, and only a section of the mandarins indulge in the drug, while of those who do many are quite as clear in their faculties and fully as energetic in body as abstainers from the drug. Alcohol is, we unhesitatingly affirm, quite as baneful a foe to health, morality, and energy as opium, and is as often fatal to the prospects of promising Caucasian officials as the former is to the rectitude of the celestial mandarins. If Dr. DUDGEON had traced the Chinese defeat to the great national vice of "squeezing" he would have got very much nearer the mark. After so long a residence in China, the learned doctor should know pretty thoroughly how this system spreads its ramifications into every department of state, how it is carried into all commercial operations, how it serves gradually to demoralise and ruin the best of employes and renders really honest service almost impossible in the Flowery Land. But he only sees—opium! Alas! for the obfuscation that prejudice will raise in the vision of so many excellent individuals! Unfortunately this inability to separate fads from facts may occasionally prove pregnant of mischief. If our friend had confined his prejudice to his own bosom no harm might have come from his illusion. Unhappily he could not content himself with that: he craved publicity for his belief and ideas, and, having given them to the world with all the weight of his long experience, they are likely to be accepted by certain persons as sound conclusions. Therein lies the pity of it. Given a fair start, an error or a misstatement is ever hard to overtake, and many who know nothing on the subject will be very apt to accept this wonderful affirmation of Dr. DUDGEON's as well founded and reasonable. It is to be hoped that some equally old resident in Peking has since favoured Reuter's representative with another side of the picture and different deductions, so that the antidote may have quickly followed the bane. Otherwise we shall have the Anti-Opium Society presently denouncing the British Government as the immediate instrument of China's downfall. The delight thereupon of LI HUNG-CHANG and his gang many be readily imagined.

AN ANGLO-GERMAN ALLIANCE.

(Daily Press, 7th September).

The news of an alliance between Great Britain and Germany will be received with lively satisfaction. Akin by race and in their methods of thought, the British and Germans have often fought side by side, never against each other. Of late years an unhappy tendency towards estrangements seemed to have set in, the feeling in both countries became inflamed, and in certain eventualities might have become dangerous. All this has now, apparently, so far as the Governments are concerned, been smoothed away, and it will not take long to restore cordiality between the two peoples. The terms of the projected alliance, however, will be closely scanned. So far as they are disclosed by Reuter's message they appear favourable to both sides. The colonising of Asia Minor by Germany is not a scheme that Great Britain has occasion to object to, while on the other hand the acquiescence of Germany in the consolidation of British rule in Egypt will be a distinct and material advantage. Although we cannot admit the validity of the objections hitherto advanced by Germany to the purchase of Delagoa Bay by Great Britain, the withdrawal of those objections will allow matters to progress more smoothly in that direction also. It is to be presumed, however, that the agreement will include many more items than those mentioned, amongst those still to be disclosed being in all probability some of special interest to the Far East. Whatever may be thought of this or that item of the agreement, however, there can be no difference of opinion as to the desirability on general grounds of a good understanding and firm friendship between Germany and Great Britain. If the United States joined the compact and the three Powers were able amicably to settle their own affairs amongst themselves, they would be in a position to dominate international politics, to enforce the policy of the open door in all undeveloped countries, and to ensure the preservation of peace throughout all the world.

THE CIVIL SERVICES OF AMERICA AND GREAT BRITAIN.

(Daily Press, 8th September.)

It has been predicted that the adoption of a colonising policy by the United States will lead to the adoption of a system of permanency in the civil service of the Republic, the present system of distributing the offices amongst the supporters of the successful party at the elections being abandoned. It is the fashion in England to severely condemn the present American system, on account of its supposed corruption, but it is a system not devoid of merit. It is, in fact, an application of the principle of competitive examination in a more advanced form than that which prevails in our own country, where we take boys fresh from school or college, put them through a mere academical examination, and, if they succeed, attach them permanently to the service of the state, turning them into a groove in which in too many cases they lose their power of initiative and enterprise, devote themselves to enjoyment, regard the few hours a day they have to spend in office as a disagreeable and oppressive necessity, and are, generally speaking, content to do as little work as is compatible with the preservation of their rank in the order of seniority. In America, on the other hand, a man before he can attain to office has had to pass a competitive examination of a different nature; he has

had to give evidence of ability and character in the open battle of life, and he is almost invariably a man who for some reason or other stands conspicuously out from the rank and file. It is true that unfortunate selections are occasionally made, but judging from the appointments to the diplomatic and consular service of the Far East, the failures are comparatively few. If there is less starch and red tape about the American Minister or Consul than about his colleagues there is on the other hand very frequently a good deal more energy and sometimes more ability. Holding office for only a limited period the temptation to make hay while the sun shines may present itself rather strongly, and in some cases may be yielded to, but on the whole the service commands and deserves respect. The popular view of the American public service is derived chiefly from the American newspapers, and perhaps one could hardly desire better authority, but in instituting comparisons between the American and English Services the same standard should be applied to the evidence on both sides as far as possible. On this point some suggestive remarks are made in a recent issue of the *San Francisco Chronicle*. Having quoted some charges made in an English review against the India Office, the article goes on to say:—"It would be impossible for such a statement, if it concerned the Government at Washington, to appear in an American review of standing without creating a profound sensation, for it would be immediately followed by a newspaper investigation which would promptly disclose the facts. It appears, however, that the publication in the *Westminster Review* charging grave crimes has passed unnoticed by the English press. The reason for this abstention from comment is on the surface. It is not because British journalists are opposed to printing scandalous matter. The alacrity they display in taking up nasty divorce cases, and the unctious with which they exploit the charges made by HOOVER, show that they are not averse to printing sensational matter if it is privileged, as all court proceedings are in England. But to make charges against officials, or to state facts which may subject his paper to a libel suit, is something which the English editor carefully avoids. Corruption may display itself in the most offensive manner, but he considers it none of his business and of no concern to the public until some one drags it into the courts. The English plan of running newspapers has the effect of making the people of that country seem much better than they are; the American method results in grossly exaggerating our infirmities." We cannot quite endorse our contemporary's remarks on the indifference of English journalists to official corruption, but it must be admitted that plain speaking is carried much farther in the American than the English press. If this plain speaking occasionally causes unnecessary and unjust suffering to the individual, it must on the other hand be admitted that it sometimes results to the public advantage. On the whole we may prefer our own system of journalism, with its greater respect for individual privacy, and our own system of a permanent Civil Service, but very exaggerated ideas are sometimes entertained both as to the personal character of American journalism and the corruption of the American Civil Service.

There were 2,061 visitors to the City Hall Museum last week, of whom 176 were Europeans.

SUPREME COURT.

September 7th.

IN ORIGINAL JURISDICTION.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE) AND MR. JUSTICE WISE (PUISNE JUDGE).

LI YUEN WA AND OTHERS V. LI CHUNG PUI.

In this case Mr. J. J. Francis, Q.C., and the Hon. Dr. Ho Kai (instructed by Mr. C. Ewens) appeared for plaintiffs, and Messrs. H. E. Pollock and Mr. W. Slade (instructed by Messrs. Wilkison and Grist) for defendants. Mr. H. L. Denny watched the case for a client.

Mr. Francis said he was afraid they were at the commencement of what would prove a very long and a very troublesome argument involving an investigation into the history of a very valuable estate comprising some 28 lots of land in Hongkong and personal property originally estimated of the value of about \$216,000, extending over a period from 1864 practically to 1884 and even later. They were there that day for the purpose of trying six special issues which were settled and approved by the Chief Justice in chambers, and which were set down for hearing before the full court in pursuance of an order dated 2nd February last. Before dealing with the issues he thought it would assist their lordships and help to clear the ground if he referred very briefly to the course of the litigation which had brought them to that point. On August 17th, 1895, the originating summons was issued against Li Sing, and that originating summons was taken out for the purpose of getting a decree for the administration of the estate of Li Yuen Kong, the father of Li Chung Pui, who had died in 1879. The ordinary administration decree not apparently being opposed was made in that suit and the ordinary enquiries were directed. A receiver was appointed in the suit, and about the 11th September, 1895, the enquiries and proceedings in chambers before the Registrar were initiated. On September 17th in that year an agreement was come to between the parties and put in writing and signed with a view to a settlement of all the disputes arising between the parties in that administration suit. That agreement was immediately—the very next day or the same day—repudiated by Li Chung Pui on the ground that he had entered into it under duress and without proper advice. On the 21st September of the same year a motion was filed in the Court before the late Chief Justice, Sir Fielding Clarke, to obtain the sanction of the court to that agreement, and that motion came on for hearing on the 23rd September, at the same time with the motion by Li Chung Pui for a receiver in the suit. Objection being taken by the other side the court refused to entertain the motion sanctioning the agreement on the ground that proper notice had not been given, and on the 11th October Sir Fielding Clarke made the order asked for for a receiver, limiting it to certain specific properties. In November, 1895, R. C. Wilcox was appointed as the receiver, and from that date till September, 1896, proceedings were going on in chambers under the decree in the administration suit, and certain enquiries were being prosecuted, affidavits filed, and evidence taken. On the 18th July, 1896, the present suit was commenced. On September 2nd, 1896, the Registrar made his report in suit 64 of 1895, and on the 8th September, 1896, that report was approved and confirmed by his lordship the Chief Justice. At a very early stage after that date it was suggested that the suit which had been commenced in July, 1896, might be utilised for the purpose of deciding in that suit the issue which the Registrar in his report considered ought to be raised by formal pleadings and disposed of in some way before proceeding with any further enquiries. Mr. Francis proceeded to deal with the points already raised and with the issues before the court.

The hearing, which is likely to occupy several days, was adjourned.

6th September.

IN SUMMARY JURISDICTION.

BEFORE MR. JUSTICE WISE (PUISNE JUDGE).

ALLEGED BREACH OF CONTRACT.

A. Santos, pianist, sought to recover \$100 from G. Neubrunn, formerly of the Land We Live In public-house, for breach of contract. In an agreement defendant agreed to employ plaintiff as pianist at the public-house named for a term of 12 months from the 6th December, 1897 at a salary of \$35 a month, the party who failed to keep the agreement to pay \$100. On August 6th plaintiff received his salary, and on the 13th August he left the hotel, as the license had been transferred. He went to the Travellers' Rest as pianist at \$50 a month.

His Lordship held that the contract was broken by Miss Neubrunn, who held the license for the Land We Live In, and she was ordered to pay the amount claimed.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, held at 3 p.m. on Thursday, the 1st September,—Present Messrs. R. M. Gray (Chairman), Herbert Smith (Vice Chairman), A. Haupt, J. J. Bell-Irving, T. Jackson, A. McConachie, H. A. Ritchie, N. A. Siebs, T. H. Whitehead, and R. C. Wilcox (Secretary).

MINUTES.

The minutes of the previous meeting (held on the 9th August) were read and confirmed.

THE CUSTOMS AND THE COLONY.

Agreeable to notice previously given,

Hon. T. H. WHITEHEAD, in a speech of some length, moved the following resolutions:—

1.—That the continued existence of the Imperial Chinese Maritime Customs in Hongkong, of Chinese Customs stations in the immediate neighbourhood of the colony, and of Chinese steam cruisers and launches in Hongkong waters is a serious interference with the freedom of commerce and a great impediment to the development of the trade of the colony, especially of the trade in native vessels, and inflicts a grave injury in British prestige and credit in the eyes of our Chinese subjects.

2.—That the Imperial Chinese Government should be required to remove its Customs establishment from Hongkong, Kowloon, and the immediate neighbourhood of the colony, and should be required to collect its Customs duties like all other nations in its own ports and not at stations specially established for the surveillance of the trade of Hongkong.

3.—That if the existing Customs establishments and stations are withdrawn, the Hongkong Government should be required to make such arrangements as will safeguard and completely secure the Imperial Chinese Government from all loss by opium smuggling into China from Hongkong either by bonded warehouses or otherwise as may be found most convenient. The CHAIRMAN seconded to allow of discussion on the question.

After a lengthy discussion,

Mr. JACKSON proposed, and the VICE-CHAIRMAN seconded, the following resolutions as an amendment:—

1.—That the Customs office be no longer permitted to collect duties in the colony or its waters.

2.—That all opium arriving in the colony be accounted for, either through the agency of bonded warehouses or otherwise.

3.—That the Government do all in their power to protect the Chinese Revenue, more especially with regard to the opium farmer.

4.—That the Revenue Stations and Revenue Cruisers be removed beyond the limits of British territory and British waters.

The amendment was put to the meeting and caused by a majority, seven voting for it (the Chairman not voting as he had seconded the resolution).

It was then unanimously decided to publish the correspondence that had already passed on the subject.

INCREASED RENTAL OF WHARVES AND PIERS.

Attention having been directed by the River Steamboat Companies to the great increase suddenly effected by the issue of a notification in the *Government Gazette*, in the rentals of wharves and piers, a letter was addressed by the Chamber to the Government pointing out the onerous burden the maintenance of a wharf would become when it is non-productive and only provided for the convenience of the travelling public and suggesting a revision of the new scale.

To this communication no reply has yet been received.

QUARANTINE.

Letters from Government had been received dated 11th August, enclosing copy of a notification issued by Burmah Government respecting the enforcement in Burmese ports of quarantine against arrivals from Amoy and Swatow.

And 24th August, informing Chamber that a telegram had been received from India stating that quarantine regulations against Hongkong, Canton, Macao, and Swatow had been withdrawn.

CROWN LEASES.

The proposal by Government to in future issue Crown leases for a period not greater than 75 to 99 years, instead of 999 as hitherto in the city of Victoria came before the Committee. The consideration of the question was deferred to next meeting.

ALLEGED PROHIBITION AGAINST CHINESE AT MANILA.

The VICE-CHAIRMAN asked if members had noticed the statement in the papers to the effect that the American Consul-General had received an intimation from Manila that no Chinese will be allowed to land at that port? He thought this was a very important matter.

Mr. BELL IRVING concurred, and said that, if put into force, it would practically stop the large passenger trade between Hongkong and Manila.

After a brief discussion it was resolved to await official confirmation of the notification before taking action, and consideration of the question was deferred to the next meeting.

HONGKONG CHAMBER OF COMMERCE ON THE KOWLOON EXTENSION AND THE CHINESE CUSTOMS.

Mr. R. Chatterton Wilcox, Secretary of the Hongkong General Chamber of Commerce, sends us for publication the following correspondence on the questions of the retention of Chinese jurisdiction, &c., in Kowloon City and the position of the Chinese Imperial Maritime Customs vis-à-vis this colony:—

THE CHAMBER TO THE HONGKONG GOVERNMENT.

Hongkong General Chamber of Commerce, Hongkong, 14th July, 1898.

Sir,—My Committee have observed in *The Times* of the 10th ulto. a telegraphic summary of the terms of a convention signed at Peking on the 9th idem with the Chinese Government leasing to Great Britain certain territories around Hongkong.

Among the conditions of the lease of this territory they notice one to the effect that the native city of Kowloon will remain under Chinese jurisdiction. This stipulation my Committee regard with so much apprehension and disquiet that they take this opportunity of begging the Government to supply them with the full text of the Convention.—I have the honour to be, sir, your most obedient servant,

R. CHATTERTON WILCOX.

Secretary.

To Hon. T. Sercombe Smith, Acting Colonial Secretary.

THE CHAMBER TO THE HONGKONG GOVERNMENT.

Hongkong General Chamber of Commerce, Hongkong, 18th July, 1898.

Sir,—I am directed by my Committee to state for the information of His Excellency the Officer Administering the Government that on Saturday afternoon the following message was despatched by telegram to the most noble lord the Secretary of State for Foreign Affairs:—

"Marquis Salisbury, London.—Hongkong Chamber Commerce strenuously urges Government insist absolute freedom from Chinese Customs and jurisdiction whole Kowloon extension territory including city. Anything less renders situation most unsatisfactory leading to endless complications.—GRAY, Chairman."

I have the honour to be, sir, your most obedient servant,

R. CHATTERTON WILCOX,
Secretary.

To Hon. T. Secombe Smith, Acting Colonial Secretary.

Hongkong General Chamber of Commerce,
Hongkong 9th July, 1898.

Sir,—I have the honour to forward to you a despatch, in triplicate, addressed by this Chamber to the most noble the Marquis of Salisbury, Her Majesty's Principal Secretary of State for Foreign Affairs, following up telegram of the 16th inst., which my Committee respectfully beg His Excellency the Officer Administering the Government to kindly transmit, through the usual channel, by German mail.—I have the honour to be, sir, your most obedient servant,

R. CHATTERTON WILCOX,
Secretary.

To Hon. T. Sercombe Smith, Acting Colonial Secretary.

THE CHAMBER TO THE MARQUIS OF SALISBURY.

Hongkong General Chamber of Commerce,
Hongkong 19th July, 1898.

MY LORD MARQUIS,—I had the honour to address your Lordship on the 5th and 11th May last on the necessity of the extension of the territorial limits of this colony and my Committee have since learned, with no little relief, that the efforts of Her Majesty's Minister at Peking in this behalf have been so far successful that a convention was signed on the 9th June under which the territory in question has been leased to Great Britain for a period of ninety-nine years. While, however, gladly expressing their appreciation of the energy displayed in the interests of the colony, my Committee nevertheless feel compelled to take strong exception to one stipulation in the convention as published—to the effect that "within the native city of Kowloon the Chinese officials now stationed there shall continue to exercise jurisdiction", and they beg respectfully to indicate some of the effects to be apprehended therefrom, if it be adhered to.

As your Lordship is well aware, the city of Kowloon is situated close to the existing boundaries of British Kowloon, and is virtually a port within the limits of the harbour of Hongkong.

The city, though small and commercially insignificant, has from the very foundation of this colony been a moral danger owing to its having afforded an asylum to defaulters, gamblers, and criminals of all kinds, while its insanitary condition constitutes it a menace to the physical health of Hongkong.

A further consideration, and one of no little importance, is the fact that if the city with its water frontage be allowed to remain in the hands of native officials, Chinese vessels could presumably claim the right to lie off its foreshore, and would thus afford a pretext for the Chinese revenue cruisers to exercise their powers within the limits of Hongkong harbour.

It is therefore, as your Lordship will perceive, not without cause that the public of this colony view with something like consternation the insertion of a provision in the Convention that can hardly fail to give rise to continual and vexatious complications. The retention of Chinese jurisdiction over the present seat of government of the leased territory, moreover, could not fail to exercise a malign influence on the minds of the natives, and would assuredly have a damaging effect on British prestige in South China.

Although my Committee have not so far been favoured with a perusal of the full text of the Convention, they have reason to fear that concessions may have been promised to the Imperial Maritime Customs, who at present by means of their stations and cruisers, maintain a species of blockade of the junk trade of the port, which trade has been practically unprogressive since the establishment of their office in

the city of Victoria some twelve years ago. There is, in the Committee's opinion, a well founded impression that the natural growth of the native distributing trade of the colony is restricted by the action of the customs, and they had hoped that, with the extension of the colony's frontiers, the Customs stations and their control office would have been relegated to the Chinese border, and thus leave Hongkong in fact, as in name, a free port of trade.

Being persuaded that the question was one of urgent and pressing importance, my Committee deemed it advisable to despatch the following telegram to your Lordship on the 10th inst.:

"Marquis Salisbury, London.—Hongkong Chamber Commerce strenuously urges Government insist absolute freedom from Chinese Customs and jurisdiction whole Kowloon extension territory including city. Anything less renders situation most unsatisfactory, leading to endless complications.—GRAY, Chairman."

In conclusion, my Committee venture to regret that, in a matter so nearly affecting the interests of this colony, no opportunity has been hitherto afforded to the residents of learning the provisions of the convention or of expressing an opinion thereon.—I have the honour to be, my Lord Marquis, your Lordship's most obedient servant,

R. M. GRAY,
Chairman.

To the Most Noble the Marquis of Salisbury, K.G., Her Majesty's Principal Secretary of State for Foreign Affairs.

THE COLONIAL SECRETARY TO THE CHAMBER.

Colonial Secretary's Office,
Hongkong, 19th July, 1898.

Sir,—I beg to acknowledge the receipt of your letter of the 14th instant, to which an oral answer has been given.—I have the honour to be, sir, your most obedient servant.

T. SERCOMBE SMITH,
Acting Colonial Secretary.

R. Chatterton Wilcox, Esq., Secretary, Hongkong General Chamber of Commerce.

Colonial Secretary's Office,
Hongkong, 20th July, 1898.

Sir,—I beg to acknowledge receipt of your communication of yesterday enclosing a letter for transmission to the Marquess of Salisbury.

The letter in question has been forwarded by to-day's German mail.—I have the honour to be, sir, your most obedient servant.

T. SERCOMBE SMITH,
Acting Colonial Secretary.

R. Chatterton Wilcox, Esq., Secretary, Hongkong General Chamber of Commerce.

THE CHAMBER TO SIR CLAUDE MACDONALD.

Hongkong General Chamber of Commerce,
Hongkong, 26th July, 1898.

Sir,—On the 20th inst. I had the honour to send you a telegram repeating the message forwarded by this Chamber to the noble Lord the Secretary of State for Foreign Affairs.

I now beg to enclose a copy of the despatch addressed to Lord Salisbury in continuation of the telegram containing representations which my Committee considered it their duty to make before it might become too late to influence action.

My Committee take this opportunity to tender your Excellency their hearty thanks for your efforts on behalf of the colony. They do not fail to recognise the great difficulties which had to be encountered in dealing with the Tsung-li Yamen and the Imperial Maritime Customs in a question of this nature, but they can only regard the article in the Convention retaining Kowloon City under Chinese jurisdiction as fraught with future trouble to the colony and therefore calling for a strong protest, which they trust is not too late to be effective.—I have the honour to be, sir, your most obedient servant,

R. M. GRAY,
Chairman.

To His Excellency Sir Claude Macdonald, K.C.B., K.C.M.G., Her Britannic Majesty's Minister in China.

THE CHAMBER TO THE HONGKONG GOVERNMENT.

Hongkong General Chamber of Commerce,
Hongkong, 12th August, 1898.

Sir,—In view of the extension of territory acquired by the Convention of the 9th June I am instructed by the Committee of the Chamber to lay before the Government their opinion on the question of the Chinese Imperial Maritime Customs *vis-à-vis* this colony. The Committee believe that some understanding was given to the effect that the extension of the boundaries should not prove a source of loss to the Chinese Revenue, and they quite concur in the desire to assist the Chinese Government in the matter, so long as it can be done without hampering the trade, or impeding the development of the colony, the future prospects of which, with enlarged boundaries, on its present basis of absolute freedom, are very promising. To secure their fulfilment, however, it should, in the first place, be laid down that the existing Customs Stations must be removed to Chinese territory outside the colony's boundaries and that the harbour be jealously guarded from the intrusion of Chinese Revenue craft of any description. The delays and obstructions to the movements of shipping, were the Chinese Customs allowed a free hand in our water, would constitute a serious interference with that freedom which has mainly contributed to build up the present prosperity of this port. Without such provision, too, it would be impossible to have that free communication and interchange of produce between Victoria and the outlying additions to the Colony which may naturally be expected to develop.

That some advantages might accrue to the Colony by its being placed on the footing of a Treaty Port, and therefore participating in the facilities afforded by the Inland Steam Regulations, is quite possible, but such advantage would be greatly outweighed by the counterbalancing drawbacks. For the Colony to accept them as an equivalent for the freedom of the port would be like bartering its birthright for a mess of pottage.

This Chamber, while invincibly opposed to the continuance in the Colony of the Customs Collectorate of a foreign state, have no wish to place any impediment in the way of that state obtaining its rightful revenue, nor do they desire that a single dollar should be made by the Hongkong Government at the expense of China, but this can, they believe, be readily effected without the maintenance of any Customs Stations or Collectorate within the Colony. The chief article which requires special protection for the Chinese Government is opium, and the Committee are of opinion that, in connection with this import, more could perhaps be done than is at present by the Hongkong Government in safeguarding the Chinese revenue. The present system of licensing an Opium Farmer leaves much to be desired, and the Committee would suggest that the Government should give its consideration to the formulation of some other scheme which will not only provide an effective check on the import of the drug but will trace it also to consumption or exportation.

While, however, the Committee are prepared to sanction some sacrifice in revenue in order to secure in perpetuity the freedom of the port they would point out that in addition to, and a part from the objections already named to the proposals of the Chinese Imperial Maritime Customs the damage to British prestige in China and in the Far East generally by the practical conversion of this colony into a Chinese Treaty Port would be most serious, and in the eyes of the Cantonese at any rate would reduce Hongkong into a dependency of the Chinese Empire. Rather than accept an arrangement so humiliating, so derogatory to Great Britain, and so detrimental to the Colony's best interests the Committee would be disposed to recommend the abrogation of the Convention and a reversion to the previous conditions.—I have the honour to be, sir, your most obedient servant,

R. CHATTERTON WILCOX,
Secretary.

To Hon. T. Sercombe Smith, Acting Colonial Secretary.

THE HONGKONG GOVERNMENT TO THE
CHAMBER.

Hongkong,
Colonial Secretary's Office,
5th September, 1898.

Sir,—I am directed to acknowledge the receipt of your letter of the 2nd instant, relative to the position of the Chinese Imperial Maritime Customs in connection with this colony and the extension of its boundaries, and to state that a copy of it will be forwarded to the Secretary of State for the Colonies and to Her Majesty's Minister at Peking.—I have the honour to be, sir, your most obedient servant.

T. SERCOMBE SMITH,
Acting Colonial Secretary.
R. Chatterton Wilcox, Esq., Secretary, Hongkong General Chamber of Commerce.

THE CHAMBER TO THE HONGKONG
GOVERNMENT.

Hongkong General Chamber of Commerce,
Hongkong, 2nd September, 1898.

Sir,—I have the honour to forward, for the information of His Excellency the Officer Administering the Government, the following resolutions, passed yesterday at the monthly meeting by the General Committee of this Chamber, after mature consideration of the position of the Chinese Imperial Maritime Customs in connection with this colony and the extension of its boundaries, as the rightful course to adopt consistent with the dignity of the Government and the preservation of the freedom of the port:—

1.—That the Customs Office be no longer permitted to collect duties in the colony or its waters.

2.—That all opium arriving in the colony be accounted for, either through the agency of bonded warehouses or otherwise.

3.—That the Government do all in their power to protect the Chinese revenue, more especially with regard to the Opium Farmer.

4.—That the Revenue Stations and Revenue cruisers be removed beyond the limits of British territory and British waters.

The Committee will deem it a favour if His Excellency will make known these resolutions to Her Majesty's Secretary of State for the colonies.—I have the honour to be, Sir, your most obedient servant.

R. CHATTERTON WILCOX,
Secretary

To Hon. T. Sercombe Smith, Acting Colonial Secretary.

SIR CLAUDE MACDONALD TO THE
CHAMBER.

Peking, 16th August, 1898.

Sir,—I beg to acknowledge with thanks your courteous communication of July 26th forwarding to me copy of a despatch addressed to Lord Salisbury by the Committee of the Hongkong General Chamber of Commerce.—I am, sir, your most obedient humble servant.

CLAUDE M. MACDONALD.
R. M. Gray, Esq., Chairman Hongkong General Chamber of Commerce.

RENTAL OF WHARVES.

The following correspondence is published with the minutes of the last quarterly meeting of the Committee of the Hongkong General Chamber of Commerce:—

Hongkong, 15th August, 1898.

R. Chatterton Wilcox, Esq., Secretary Hongkong Chamber of Commerce.

Dear Sir,—We beg to draw your Committee's attention, with a view to their addressing the Government on the subject, to the recently increased rental levied by the Government on Wharves and Piers in the harbour advertised in the *Gazette* of 30th ult. under the heading of notification No. 341.

We append a return shewing the difference between what was previously levied and the rates under the new regulations.

Ordinance 25 of 1891—

Piers of 10,000 sq. feet or less \$180 p. annum
of 10,000/20,000 " \$240 "

Notification No. 341 of 1898—

500 sq. feet	\$240 p. annum
500/1,000 "	360 "
1,000/2,000 "	600 "
2,000/3,000 "	960 "
3,000/500 "	1,320 "

5,000/10,000 " 1,800 "
10,000 and over 2,400 "

We submit the increase of the rental by ten times the amount previously charged without a word of explanation or warning is most unfair and uncalled for. The wharves are not a source of revenue to us; they are provided for the use of the public to facilitate easy access to or from our steamers, and we consider that, as our vessels pay light dues they should not be further burdened with these additional rents, which form a direct charge on shipping as far as we are concerned.

We repeat we do not obtain any revenue whatever from these wharves and we would further beg to draw your attention to the inconvenience that would be caused the travelling public should we, through the Government, insist, on these enormous rentals, be compelled to abandon giving passengers these facilities.—We are, Dear Sir, your obedient servants.

BUTTERFIELD & SWIRE,
Agents, China Navigation Co., Ltd.
THS. ARNOLD, Secretary.

Hongkong, Canton & Macao St. Bl. Co., Ltd.

Hongkong General Chamber of Commerce,
Hongkong, 1st August, 1898.

Sir,—I am directed to bring to the attention of His Excellency the Officer Administering the Government the exceedingly heavy increase in the annual rents levied for piers and wharves under the regulations recently made and published in the *Government Gazette* under Notification No. 341 in lieu of those contained in the schedule to Ordinance No. 25 of 1891.

In illustration of the foregoing, I beg to append a comparison of the rates formerly charged and those to be levied under the Regulation just sanctioned:—

Ordinance 25 of 1895.		\$
Piers of 10,000 square feet or less	180	
" 10,000/20,000 "	216	
" 20,000/30,000 "	240	
" 30,000/50,000 "	300	
" 50,000/70,000 "	348	
" exceeding 70,000 "	350	
Notification No. 341 of 1898.		\$
Piers of 500 square feet	240	
" 500 1,000 "	360	
" 1,000 2,000 "	600	
" 2,000 3,000 "	960	
" 3,000 5,000 "	1,360	
" 5,000/10,000 "	1,800	
10,000 upwards 2,400		

This constitutes an increase of fully ten times that previously charged, and it has been made without any notice or explanation to those concerned.

It is urged by the Steamboat Companies that these wharves which are provided for the use and convenience of the public are a source of revenue to the owners, and if, owing to the serious burden which it is proposed to lay upon them, they had to discontinue the use of landing places, great inconvenience would be caused to the travelling public.

The Committee would respectfully suggest that if it be desired to provide a graduated scale commencing at 500 square feet the rents should commence at a sum in proportion to the \$240 originally levied for 10,000 square feet or nearly on that basis, since it is manifestly undesirable to curtail the landing facilities in this port.—I have the honour to be, sir, your most obedient servant.

R. CHATTERTON WILCOX,
Secretary.

Hon. T. Sercombe Smith, Acting Colonial Secretary.

THE UNITED STATES AND
THE PHILIPPINES.

THE FORTHCOMING COMMISSION.

F. Agoncillo, High Commissioner and Envoy Extraordinary to all the World for the Philippine Islands, sailed with General Greene in the *China* last week and will accompany him to Washington. From thence he will go to Paris and will endeavour to get appointed on to the Commission. If not he will urge in his own name and that of Aguinaldo that Consul-General Wildman should be made a member. The Commission meets about October 5th.

OPENING OF KIAOCHAU.

According to a telegram received by the German Consul from the Governor of Kiaochau, the free port of that place was opened to traffic on the 2nd inst.

REPORTED ACQUISITIONS BY GER-
MANY IN THE PHILIPPINES.

Advices received from Manila on 6th Sept. state that reports were current that Germany had purchased Palawan and Sulu from Spain. The German Consul at Manila and the Captain of the *Kaiserin Augusta* both emphatically contradicted the rumours.

The German cruiser *Arcona*, which left Nagasaki some time ago for an unknown destination and provisioned for a long cruise, is said to be at Palawan.

UNITED STATES GENERALS IN
HONGKONG.

GENERAL GREENE LEAVES FOR SAN
FRANCISCO.

DINNER TO GENERAL MERRITT.

Hongkong, 3rd September.

General Greene left for San Francisco en route for Washington, in the *China* yesterday.

General Merritt, who sails for Europe in the *Chusan* to-day, was entertained to dinner at the U.S. Consulate last night. Consul-General Wildman had invited a distinguished company to meet him, including H.E. Major-General Wilsone Black, C.B. Subsequently a reception was held. The band of the *Olympia* was in attendance.

THE AMERICANS AT MANILA.

ADMIRAL DEWEY FAVOURS THE
RETENTION OF LUZON.

THE NEW GOVERNOR.

[FROM OUR CORRESPONDENT.]

Manila, 30th August.

Major-General Merritt, his three aids, Majors Mc Hale, and Strothers, and his secretary, Mr. Howell, leave to-day for Paris via Hongkong in the steamer *China*. General Merritt is to be present at the meeting of the commission in Paris to determine the disposition of the Philippines, either as a member of the commission or as an expert to aid the United States' representatives in their negotiations. It is understood that Admiral Dewey was asked by the Washington Government to be present at these important deliberations, but that he respectfully declined, saying that his place was for the present here. He was requested then to state what portion if any of the Philippines the United States should retain for the subservance of their best interests. It is reported on good authority that the Admiral pointed out that Luzon, if any, was the island to be held. The only regret in connection with General Merritt's going is that he is not more familiar with the vast resources and unlimited opportunities of the islands as well as acquainted by personal observation with the people and their wants and needs. This is not Merritt's fault, but his time has been so taken up with the administration of military and civil affairs here that he has not had time to study the situation in all its phases, including those which must necessarily come up for consideration before the commission at Paris. His aids are bright men, but their experience is even more limited than that of the General. What surprises us most is that none of those naval and army men, who have made a special study of the Philippines and have been here a much longer time than Merritt and his staff were selected to accompany him. There are also some civilian authorities in the field who were overlooked, but it is hoped that General Merritt will be equal to demands in his knowledge, experience, and statesmanship and prove a worthy representative of Uncle Sam. We expected to hear that either Consul-General Wildman or Consul Williams would be ordered to Paris, but up to the present have learned of no such instructions coming from Washington.

Their acquaintance with the conditions in the Philippines and the Far East would have made them valuable assistants to the American representatives if not chosen as commissioners themselves. Major-General Otis will succeed Merritt as military governor and Brigadier General Andersen will take Otis' place as head of the army corps. General Otis is a very able man and is admirably suited for the position to which he succeeds. He is one of the best informed and most painstaking officers in the American army and has a brilliant record. Brigadier General Greene is also leaving, but he goes to America direct on the *China* and not via Europe. He will probably be succeeded in his labours by General Whittier, who is now acting as Collector of Port. General Babcock, the chief of Merritt's staff and Adjutant General, will remain here. This is fortunate as he is one of the best men that the United States sent to the Philippines and is well suited to his responsibilities.

All sorts of rumours are current about the insurgents and the plans and purposes of Aguinaldo, but the high American officials do not seem disturbed over the situation and appear to have matters well in hand. Manila is picking up in a business way most rapidly and the outlook is considered quite good.

REPORTED PURCHASE OF PALAWAN AND SULU BY GERMANY.

SURREPTITIOUS INTRODUCTION OF ARMS INTO LUZON.

THE CUSTOMS QUESTION.

Manila, 3rd September.

The chief topic of discussion in Manila yesterday and to-day has been the report that Germany had purchased the large island of Palawan and all or part of the Sulu group from Spain, paying a price for that opportunity to get at the territorial pie which is acceptable to both Spain and Germany. As this story was also current in Hongkong and may be of interest there I am able to state that the German Consul here, and the Captain of the *Kaiserin Augusta*, before leaving yesterday for Hongkong, emphatically denied the story. The German Consul declared that it could not be true. He claimed that he knew nothing of it. The Captain was no less earnest in his denials. If any other interpretation than the good faith of these gentlemen is to be given to their statements, it might be suggested that they protested too much, but I have no reason to impute other than honourable motives to the Consul and Captain. While I am not personally acquainted with them, I hear from excellent authority that they did not hesitate to deny plainly that Germany had bought Palawan or the Sulus. The Captain even went so far as to assert that Germany did not want Palawan—at least if his recommendation was accepted his country would not have the Island. Here again it might be urged that it was diplomatic to speak against the island as helping to throw the United States and England off their guard at a critical time.

There are also both theoretical and practical reasons why this alarming report will probably lack accurate confirmation. Theoretically it is against the tenets of international law for one power to buy or take land from another when the latter is at war with a third or when the full negotiations which may involve the ownership of such land are not concluded. In other terms, Germany has no right to buy and Spain no right to sell one foot of the Philippines or outlying islands until all claims of the United States are settled. In one sense the United States has a first lien or mortgage on all of Spain's possessions until the peace treaty is signed and its conditions filled. Practically, the United States would not allow Spain to sell or Germany buy Palawan and the Sulus until the United States have no further claim on Spain's holdings, and would resist by force if necessary any attempt of Germany to occupy such islands without permission; but, as strong as is this reason, there is another of almost equal strength: England cannot consent to German occupation of Palawan and the Sulus because, first, Germany would be in a position of great strength to control England's approach to Australia from China and Hongkong, and, second, to hold a strategic port of invaluable importance

in the South China Sea thus interposing herself in a route which England wishes kept clear between Singapore and Hongkong. No. Germany must not have them.

I have reason to believe that certain parties are selling arms to the natives which the latter may use to fight the Americans later on, and the most remarkable feature of this trade is that Americans are sending down these arms from Hongkong and China. Several men who are known to be engaged in this kind of doubtful work have just turned up in Manila and nobody seems to know just how they got down here. It would not be very far away from the truth if I said that a vessel had put into an outside port where she can unload the rifles, ammunition, and other guns without being discovered by the American authorities. From this landing point these gentlemen made their way into Manila, where they will watch the situation with a view to protecting their operations and making arrangements to bring more arms. The United States authorities here and at other places will do well to keep their eyes open with extreme vigilance if they would prevent the natives from becoming equipped with sufficient weapons to carry on a protracted and severe guerilla warfare against either the United States or any other power that might be willed an interest in the Philippines. Arms will be brought surreptitiously to these islands in great numbers if the movement is not stopped at once.

Aguinaldo is taking advantage of the present period of "doing nothing" until the Paris conference reaches its conclusions to prepare for emergencies. I would not accuse him of pursuing an unfair course, because I understand that he has no regular agreement with General Otis, but his plans to buy large quantities of arms, as just described above, show that he is not sleeping. It may be impossible to prevent the insurgents from buying them if they get a chance, but it is possible to stop Americans, Englishmen, and Germans, who are anxious to make a dollar in any way open to them, from importing arms into the Philippines or that portion controlled by the United States. In short, it must be stopped, or trouble will result greater than now anticipated. If the wording of this letter leads to the desired result, I shall feel that the columns of this paper have materially assisted foreign interests in the Philippines. If these natives once become armed in great numbers foreigners will not be safe in the interior and petty rebellious and outrages will prevail from one end of Luzon to the other. I do not wish to hurt the business of any firm engaged in legitimate trade, but I am confident that most men will agree with me that selling arms at the present time to the insurgents is certainly not legitimate.

By reference to section "360" under the head of "Articles Prohibited" of the "Customs Tariff and Regulations for the Philippine Islands" issued by the War Department at Washington, it will be seen that the importation of arms is plainly against the law, for it says: "Arms of war, projectiles, and their ammunition, except with special consent of the military authorities" are prohibited. While there is not yet absolute authority that arms are being smuggled into Luzon, the indications are so strong that the American authorities will not make a mistake in watching for them.

By the phrase "doing nothing" used above in referring to the present situation I mean rather a suspension of any active movement on the part of either Americans or natives to take further steps for the conquest of Luzon. The *status quo* can be expected to last at least one month or one month and a half. During that time there will be little or no change in the administration of the local government. That is, things will go on as they are now going except that as time passes the wheels of government will run more smoothly and there will be less delay in getting the city into such shape and condition that complaints and grumbling will give way to praise that the work is done so well under so many adverse influences. Already the English and German merchants are expressing surprise that the American authorities have succeeded in cleaning the Augean stables of Spanish rule.

The great point of administration which interests the exporters and merchants of Hongkong, Singapore, and Shanghai is the Custom

House together with the Captain of the Port. Before going any further, let me say that it is the particular intention of the Collector of Customs, General Whittier, and the Captain of the Port, Captain Glass, to do all in their power to facilitate the import and export of goods and the movements of ships to and fro this harbour. It is unfortunate that certain interests in Hongkong and other places, jumping too quickly at conclusions and not thinking of other than selfish reasons, criticise the way things are done here. Were these same critics obliged to do the work themselves we venture to say that they would not do it half as well. We heard recently that a "howl" had been raised in Hongkong and China ports because, first, Spanish duties on imports were continued and, second, American goods were not allowed to enter free of duty. If it is remembered that the first interests to be considered in all these matters are those of the merchants already here, the reasonableness of the arrangements will be understood. Supposing that the Spanish duties, on which basis all English merchants here imported great quantities of goods, had been suddenly lessened, or that a great flood of American goods had been allowed in free, what would have been the result? None other than that the large stock of imported goods on hand would have proved a heavy loss. They would have been sold either at no profit or, what is more probable, at a heavy loss. Such a condition would have seriously crippled if not ruined certain firms here. Direct supplies for the army and navy may, of course, come in free, but not those for general sale or consumption. It is true that many steamers were sent down here loaded with goods originally made in America and so marked with the expectation that they would escape the duty, but in more than one instance these were exports from the United States to China that had already been sold in China and hence had lost their name in Customs rating as strictly American products; and yet a determined effort was made to bring them into Manila as direct imports from the United States. All the English merchants here were united in opposing special discrimination and they succeeded. Assuredly the company which has been located here for 25 years has the right to consideration before the speculator who suddenly drops in and hopes to make a fortune at one turn of the wheel. It is not my purpose to editorialize on this subject, but simply to express the opinions that prevail here. If, moreover, the uniform Spanish duties had not been maintained, months would have been required in which to have introduced successfully a new system.

In the light of conditions, the adoption of Spanish duties was the only thing possible. If the United States permanently occupies the Philippines they will undoubtedly be changed and adapted to American and English ideas of doing business. A free port at the moment is impossible. There is no provision for all the expenses that would arise. Simple military occupation does not include the free conduct of the trade of a port. Were a general change effected at once, it could not be done reasonably and impartially and would completely upset the conditions of trade exchange. When a change or reduction is attempted it must be done slowly and skilfully by experts. Then, in addition to all these reasons, there is no positive understanding as to what will be the future of the Philippines, and to change radically the duties without knowledge of the future would be ridiculous. As it is shippers and merchants are unanimous in saying that they never before succeeded in getting their custom house business attended to so expeditiously as now. There is no "Manana" in Manila except among the Spaniards and natives. With them it is still "Manana, Manana!"

We have had wonderful weather during the past ten days. The sea has been smooth as a floor the greater part of the time. This has facilitated the unloading and loading of ships. Rains are needed and will be welcomed. The water-works are now in good condition and furnishing a regular supply of water for the city. In a personal visit to the pumping head quarters at San Olan, the reservoirs at San Juan del Monte, and along the line of the aqueduct and pipe, I was impressed with what a splendid system Manila has for supplying water. It is far better, greater, more costly, and better than I would expect to find here. It is

certainly a great engineering achievement which would be a credit to England or the United States. The insurgents have a guard of 40 men at the pumping station and an equal number at San Juan del Monte, but they do not molest American officers visiting the works. This matter of the water-works was satisfactorily arranged by Merritt and Aguinaldo and there should be no more trouble in the near future. While Mr. Bassar, correspondent of *Harpers Weekly*, was going out to the works the other day, the horse which he rode was shot in the left leg by a Mauser bullet which barely missed hitting Mr. Bass. While there is no evidence that he was directly fired upon, because he neither heard the report nor saw the smoke, the horse was certainly shot as cleanly and accurately as could be done by a skilled marksman.

The insurgents are comparatively quiet but are dilling every day. Down at Camp Dewey, evacuated by the Americans, there are some 15 companies of rebels drilling every day. Aguinaldo says that he desires to avoid trouble with the Americans, and the Americans do not intend to bother him if he does not overstep the limits of endurance—unless orders to that effect come from America. While I am prone to stand up for Mr. Aguinaldo and his followers as having certain rights, I want to say to him that he will make the greatest blunder of his life if he thinks for one minute that American soldiers are not different from Spaniards. If he behave himself, he will be better off than ever before. If he excites Uncle Sam's soldiers to war he will wonder what struck him. No typhoon, no earthquake, known in the annals of the Philippines, will give him an adequate idea. America stands ready to give the Philipinos liberties such as they never enjoyed before and make the common people happy and prosperous, but she will stand no humbug from Aguinaldo, who came here only by American help.

HONGKONG SANITARY BOARD.

On Thursday afternoon a meeting of the Hongkong Sanitary Board was held under the chairmanship of the Vice-President (Hon. F. H. May, Captain Superintendent of Police), there being also present: Hon. R. D. Ormsby (Director of Public Works), Dr. J. A. Lawson (Acting Principal Civil Medical Officer), Mr. J. Dyer Ball (Acting Registrar-General), Mr. E. Osborne, and Dr. F. W. Clark (Medical Officer of Health and Acting Secretary).

PROPOSED AMENDMENT OF THE CEMETERY BYE-LAWS.

Proposed amendments of bye-laws for the regulation and sanitary maintenance of cemeteries were submitted.

Dr. CLARK said the bye-laws had been printed and circulated. No. 1 was a new one. It said, "Every cemetery shall be at all times open to inspection by members of the Sanitary Board and any of its officers who may be directed to make such inspections." This gave the right of entry to officers and members of the Board. Another of the amended bye-laws read:—"A register shall be kept by the person or persons in charge of each cemetery, at or near each cemetery, and the date of burial, name, sex, age, and registered cause of death of each person shall be entered therein against the number of the grave in which the corpse is interred; such register shall be open to inspection by any member of the Sanitary Board, or by any officer of the board who may be directed to make such inspection, at any reasonable hour." The present bye-law compelled the keeping of a register, but it did not give them the right to inspect it. Another of the new bye-laws read:—"No grave may be re-opened after a corpse has been interred therein without the written permission of the Medical Officer of Health or other officer duly appointed by the board for that purpose."

Dr. LOWSON said the rule at home was that a grave should only be re-opened after seven years for the burial of another body.

Dr. CLARK—That was the rule here also.

Dr. LOWSON said, people liked to be buried close together sometimes.

Dr. CLARK said they could get permission for the grave to be re-opened.

Dr. LOWSON thought it should be stated after the lapse of what period the Medical Officer of Health or the official appointed by the Board should give permission.

Dr. CLARK said there was no objection to opening a grave. The only point was that they should know when a grave was opened.

Dr. LOWSON thought No. 8 (the bye-law in question) might be improved upon.

The VICE-PRESIDENT said he did not think it was likely that the Board or any officer of the Board would act in an unreasonable way. The rule as to Chinese cemeteries was for seven years; possibly the same rule would be adopted elsewhere.

Dr. LOWSON—I do not think so. These regulations are practically for the European cemetery in Happy Valley.

Hon. R. D. ORMSBY—Is this the first time the Board has seen these?

Dr. CLARK—They have been circulated. This is the first time they have seen them printed. They are not brought up to be made-to-day but simply for discussion.

The VICE-PRESIDENT thought there was nothing like having discretionary powers in these cases. He did not like the idea of their binding themselves down to strict limits. They were a public body and open to criticism, and if they began to make objectionable rules they would probably be kicked out.

Mr. OSBORNE asked if it would meet the case if they added words to the effect, "Such permission shall not be withheld without reasonable grounds."

Dr. LOWSON thought it was their duty to put down definite rules when this was going to happen.

Dr. CLARK said it was injudicious to disinter a small-pox case, and if they laid down a rule that such a case could be disinterred after the lapse of seven years they were running a certain amount of risk.

Dr. LOWSON moved the postponement of the consideration of No. 8.

Mr. J. DYER BALL seconded, and this was carried.

The VICE-PRESIDENT—Perhaps you will be good enough to put something definite in writing in the shape of a bye-law?

Hon. R. D. ORMSBY thought the two hours' notice which it was provided should be given of the intention to inter a corpse was not sufficient.

The following will explain why the Board propose to amend the bye-laws.

Mr. Vincent Lawford, secretary to Commodore Holland, A.D.C., wrote as follows under date April 16th:—

"I have the honour to report the following circumstances in connection with the late P.C. Rew, R.N. Yard Police, whose funeral I attended on Easter Sunday last. The man being a Roman Catholic was buried in the cemetery belonging to his creed in Happy Valley and on arrival at the grave, which was closely surrounded by many others, it was found that the coffin could not be properly lowered. On further excavating to make room for it other coffins were laid bare and one—that of an infant—had to be taken out and replaced on the top of Rew's coffin. When finally lowered in the grave I do not think the corpse could have been two feet below the surface.

"On enquiring the reason of this apparent crowding I was informed by the officiating priest—Rev. de Maria—that the grave also contained the coffins of relatives of the deceased whose friends wished his body to be placed there.

"I was also given to understand that the re-opening of graves to admit coffins at the wish of relatives and friends was frequently allowed, provided none of those interred had died by plague or other infectious disease."

Dr. Clark minuted on April 22nd—"The Roman Catholic Cemetery appears to be under no one's control. A week ago I discovered that the body of a Chinese woman named Tang Shan, who died at 5, Holy Infant Lane, had been buried in this cemetery, and the burial certificate had been retained by the relatives and might well have been used for the burial of another body. I wrote the Director of Public Works about it, and he disclaims responsibility, and I had accordingly decided to address the Registrar General on the subject; but as the question is now raised it will be unnecessary to do so. I beg to point out that in the interests of the mortality statistics and of the prevention of crime it is most important that these cemeteries should be under control. The Pro-

testant cemetery is, I believe, under the control of the Director of Public Works, while I have the control of the Chinese cemeteries. Either all the non-Chinese cemeteries should be taken charge of by the Public Works Department, or the whole of them—Protestant, Catholic, Parsee, Indian, etc.—transferred to my care. There is I believe a coloured watchman at the Protestant cemetery who sees that interments are conducted in accordance with the law, but there appears to be no such provision at the other cemeteries. Probably a better man could take control of all the cemeteries at Happy Valley."

THE NATIVE PLAGUE HOSPITAL.—THE GOVERNMENT TO PAY THE COST.

The following letter from the Hon. T. Sercombe Smith, Acting Colonial Secretary, concerning the cost of the matsheds erected as a native plague hospital, was submitted:—"1st September, 1898.—Sir,—In reply to your letter No. 137 of the 26th ultimo, I am directed by the officer administering the Government to inform the Sanitary Board that the special committee had no power to bind the Government in the matter of the cost of the matsheds. As, however, in a time of anxiety and pressure the committee took upon themselves to promise the Tung Wa Hospital directors that the cost of the matsheds would be defrayed by Government His Excellency directs that the whole cost shall fall on the public revenue and be charged against the plague vote."

Dr. CLARK said he had sent a reply and pointed out to the Colonial Secretary a matter which he had previously pointed out to him—that this sum of \$2,000 odd was the sum which was to be charged for these mat-sheds provided they were returned to the contractors. He had given it as his opinion that it would be exceedingly unwise to allow the contractors to take them back again. There was a fresh bill to come in if the Government were prepared to retain the matsheds as their own property.

Dr. LOWSON—If the mat-sheds are retained it means \$1,500 extra.

On the suggestion of the VICE-PRESIDENT, it was decided to write His Excellency informing him of the appreciation of the Board of his decision in this matter.

THE VACCINE INSTITUTE.

The following letter from the Acting Colonial Secretary with reference to the employment of two coolies at the Vaccine Institute was submitted:—"2nd Sept. Sir,—With reference to previous correspondence, I am directed to state that His Excellency the Officer Administering the Government sanctions the employment of two coolies at \$10 and \$8 a month respectively from the 1st proximo to assist the Superintendent of the Vaccine Institute in the cultivation of lymph and for so long as they are actually engaged in rendering such assistance, i.e., for so long as the cultivation of lymph is continued."

The VICE-PRESIDENT—I sent this on to Mr. Ladds and asked him to state when he would begin work, and he stated that he thought they would be able to begin work in October.

APPLICATION FROM THE ITALIAN CONVENT.

Application having been received for permission to amend and retain water-closets at the Italian Convent.

Dr. Lowson, Mr. E. Osborne, and the Director of Public Works minuted in favour of granting the permission asked for, the Director of Public Works stating:—"I am strongly in favour of granting the permission asked. The use of w.c.'s at this level is of advantage to all inhabitants lower down to the harbour front, as the flow of water in the drain pipes will be greater and more rapid."

Hon. R. D. ORMSBY proposed that permission be granted. He had stated in his minute what he left out the last time he fought this question on the Board. It was then stated by the Principal Civil Medical Officer and supported by the Medical Officer of Health that one of the reasons for refusing the application before them then was that the discharge from the pipes of the water closets on Kennedy Road went into the drains in Queen's Road; and from the remarks which fell from them it might be inferred by persons who did not understand the question that the discharge from these water-closets would remain in the pipes

for a considerable time. Such, however, was not the case.

Dr. LOWSON seconded and the motion was carried.

THE CREMATORIUM QUESTION.

A report drawn up by Mr. Assistant Parlett on the crematorium at Nippon-Mura, Tokio, was submitted. The report said that within the limits of the Tokyo In there are six different crematoriums. All the property of one company, the declared capital of which is about 530,000 yen, of which only 170,000 yen have been subscribed. Of these places the biggest is situated at Nippon-Mura on the road to Alp. The burning chambers numbered about 30. There are six chambers at the entrance of the burning hall, used for the reception of a limited number of bodies when the burning chambers are filled. Cremation is only permitted at night time and with care as many as 40 bodies can be burnt at one time. As soon, therefore, as a burning chamber becomes vacant a body can be transferred to it from one of the receptacles at the entrance. The body in its rough wooden coffin is placed on a thick grid-iron extending nearly the whole length of the chamber and fire-wood is piled into a recess at the back. With forced draught the heat generated by this when lighted is sufficient within a few hours to completely consume the body. An average of something over 70 lbs of wood is required for complete cremation, though this amount varies with the body to be burned. It is for instance found that fat people burn far more easily than thin, and women who have died in child-birth are most easily cremated, while persons who have died of consumption require more time and more wood than any others. The time varies from three to six hours. The total number of employees at these six places is 23, thirteen of whom are coolies whose duties lie wholly in the cremating hall itself. There are five at Nippon-Mura, who together with two inferior officials of the company draw wages amounting altogether to about 53 yen. If necessary the number at this latter place can be augmented by detailing coolies from the other five crematoriums, and vice versa. The average wage of the coolies actually employed in cremation would appear to range from between five and seven yen per month. The following is the tariff of charges:—First class, adults, 8 yen; children and women dying in child-birth six yen. Second class, adults 3.50, children and women dying in child-birth 2.75. Third class, adults two yen, children 1.30, women dying in child-birth one yen. Paupers and dissected bodies sent from the hospitals are cremated for half the ordinary third class charge. The smoke from the burning bodies is carried by forced draught along a passage passing over the tops of the burning chambers into a large flue lined with red-hot coke, and there consumed. Such small residue—practically none—as may be left passes out of the main chimney, which is 60 feet high. The Crematorium Company is under the supervision and control of the police authorities, who are a party to all the rules of the establishment. For the first half of the fiscal year of 1898 a total profit of 8,533 yen was made at the crematoriums. During the first six months of this year 2,983 bodies were cremated at Nippon-Mura, 165 of which were the corpses of people who had died of infectious diseases. The busiest part of the year was during the summer months.

Dr. Lowson thought this was a very important subject, and that they ought to impress upon the Government the view that a small crematorium should be built here. A large number of Europeans here, he was convinced, would like to be cremated, but they could not do it, as they had not the accommodation. Not only that, but the action taken by the Europeans in regard to cremation would help to get Chinese to agree to the cremation of some of their dead bodies. He moved, "That the Sanitary Board desire to impress upon the Government the desirability of introducing means of cremation in the colony, and to obtain plans and estimates for a suitable building for that purpose."

Hon. R. D. ORMSBY, in seconding, thought the original idea of the Board in applying for these particulars was to see if they could not arrange for the burning of diseased carcasses. He thought this should not be lost

sight of. During the last outbreak of cattle disease they tried the experiment and were most unfortunate. If this crematorium could be made useful in both ways it was certainly desirable that the Government should take some steps.

Dr. CLARK—We spent \$153 in burning the carcass of a cow, and in consequence of that we wrote to Japan for particulars of the crematoriums there.

The VICE-PRESIDENT said that in his opinion the motion of Dr. Lowson was far too indefinite. He did not think the Government would have the least idea what they were driving at. Their idea at first was to secure the means of burning diseased carcasses. Members now were inclined to recommend the Government to institute a private crematorium for the use of such section of the community as might care to avail themselves of it. He saw no objection to that. The report from Japan showed that the crematoriums there paid their way, and it was possible that with an increasing Indian population and with the assistance of Dr. Lowson and those of his friends who would like to be cremated when they died a small crematorium might pay here. He did not think, however, that they could decently use the same crematorium for human beings that they used for cattle. He proposed as an amendment:—"That the Board recommend the Government to erect a small crematorium for the purpose of burning the bodies of cattle dead of infectious disease, and also on a separate site a small public crematorium for the use of such sections of the public as may desire to avail themselves of it."

Mr. BALL, in seconding, said the initiative was taken for the destruction of diseased carcasses, and he questioned whether the colony was ready for the wholesale introduction of cremation at present.

Dr. Lowson said the Vice-President had made a joke at his expense, but he might say that many European residents had expressed their opinion to him that a crematorium should be established in the European interests for European people.

On the matter being put to the vote the amendment was carried.

THE RECENT EPIDEMIC.

Correspondence was submitted having reference to the assistance rendered by Chinese officials in Kowloon during the recent outbreak of bubonic plague. A letter from the British Consul at Canton said that the Viceroy had directed that they should all receive "one record for great merit."

HOUSES NOT IN ACCORDANCE WITH THE BUILDING ORDINANCE.

A report by Dr. Clark was submitted concerning some houses recently erected at Hok-un-Hok. He said he found that they had not been built in accordance with the provisions of the Building and Public Health Ordinance.

Dr. LOWSON—May I ask where this place is?

The VICE-PRESIDENT—Behind Hunghom, where Messrs. Shewan, Tomes, and Co. are putting up cement works.

Dr. CLARK—It is about three-quarters of a mile to the north-west of Hunghom.

Mr. OSBORNE—When these houses are completed and before they can be occupied have they to be passed by the Board's surveyor?

Dr. CLARK—Yes.

Mr. OSBORNE—May I ask if they have been passed?

Dr. CLARK—Yes.

Mr. OSBORNE—Why?

Dr. CLARK—No plans have been submitted. They appear to have been erected in an irregular way. Officially the Board does not know of their existence.

The VICE-PRESIDENT said it appeared that these houses took the place of a village which had had to be displaced. As far as he could gather from enquiries the villagers got compensation from the Government for disturbance. He did not know what conditions were laid down, but they went to this place and built these new houses.

Dr. LOWSON—Of what?

The VICE-PRESIDENT—Of stone.

Dr. CLARK—They were allowed to quarry stone free of cost. I understand that all they had to purchase was the lime.

The VICE-PRESIDENT—I move that the report be forwarded to Government with an ex-

pression of the Board's regret that it was not stipulated that these houses should be built in accordance with the Building and Public Health Ordinance and that we enquire what steps the Government propose to take to cause the houses to be put in a condition in accordance with the provision of this Ordinance.

Dr. LOWSON seconded.

Hon. R. D. ORMSBY said he was not going to propose an amendment but he was not going to vote for the motion, because he felt pretty strongly on the question. He thought it was as absurd to make some these Ordinances apply to outside villages as it would be to make the laws of London apply to the villages of Connemara.

The VICE-PRESIDENT said these particular houses would not bear any comparison [with those on a hillside at Connemara, they being removed only a short distance from what would probably become before very long a large manufacturing suburb of the city.

The motion was carried.

WATER SAMPLES.

Reports by the analyst on samples of water from wells in Shaukiwan Road and at Jardine's Lodge, East Point, were submitted, and it was decided to close one of them.

BOMBAY PLAGUE RETURNS.

A return from Bombay showed that from August 3rd to August 15th, inclusive, 205 plague cases were reported in the city and 173 deaths.

MACAO MORTALITY RETURNS.

The Macao mortality returns showed that during the week ended August 21st there were 53 deaths and for the following week 60.

HONGKONG MORTALITY RETURNS.

The Hongkong mortality returns showed that for the week ended August 27th the death rate was 17.9 per thousand against 18.3 for the previous week, and 14.1 for the corresponding week last year. The rate for the following week was 19.1, against 19.4 for the corresponding week last year.

The proceedings then terminated.

THE RISING IN HAINAN.

The position at Nodda continues critical and reinforcements for the Imperial troops are anxiously looked for. The small garrison is holding its own, but is not strong enough to effectually rout the enemy.

On the 14th August the rebels, over a thousand and strong, divided themselves into six companies and made an attack on the small force of Commandant Hong, at Kingchow, with the object of obtaining possession of the Imperial arms and ammunition. Commandant Hong met the enemy with four divisions, and a sharp action ensued, in which the rebels lost between ten and twenty killed and from forty to fifty wounded, besides a number of firearms and flags. The action took place near the house recently vacated by the American Presbyterian Mission, and on the mandarin soldiers rushing the place they killed several rebels in it.

The only one wounded on the Imperial side was Captain Chow, of the left guard, who, while pursuing the rebels in Nodda market, was shot, but the wound is not of a dangerous character.

Commandant Hong has taken up a position at a place named Woshia, to await reinforcements, for which he is very anxious. His force is not much more than a hundred strong and Nodda being a large place he is afraid that he may not be able to protect it and the neighbouring mission premises against the rebels. The missionaries vacated their house on the 13th August, leaving it to the protection of the authorities. They have sent dispatches to Canton representing the urgent necessity of reinforcements, and Consul Bedloe has repeatedly brought the matter to the notice of the Viceroy.

The boatmen at Fatshan struck the other day, on account of the opening of the waterways to steam navigation, and pelted with stones every steam-launch that made its appearance and the junks and malang boats that did not join in the strike. The gentry intervened in the matter, with the result that traffic was resumed on the 2nd inst.

THE KWANGSI REBELLION.

An Imperial decree was issued on the 29th August depriving Governor Wang, of Kwangsi, of his button, on account of his dilatoriness in subduing the rebellion. He is now allowed one month in which to bring the rising to an end, failing which he is to be severely dealt with. The decree further states that His Majesty places no confidence in the statements contained in the memorial presented to the Throne by the Governor some time ago to the effect that many victories had been gained by the Imperial troops over the rebels, as no independent report of the subjugation of the rebellion has yet reached the Peking Government.

Later.

No particular news has been received lately from Kwangsi, but it is reported in official circles that the rebellion has come to an end. One thousand Canton soldiers led by Colonels Cheng and Kong have been sent back to Canton. The Sub-Prefect of Watlam has offered a reward of five thousand dollars for the capture of the chief leader of the rebellion, named Li Lup-ting, whose concubine was caught last month and executed.

HEAVY STORM IN NORTH FORMOSA.

LOSS OF THE AMERICAN BARQUE "COMET."

The Douglas steamer *Hailong*, Captain Robson, which arrived from Tamsui and coast ports on 4th Sept., reports the occurrence of a heavy storm while she was at Tamsui, the effects of which were afterwards seen in a large quantity of wreckage passed on the run across to Amoy. Part of the crew of the American barque *Comet* was picked up, who reported the wreck of that vessel, with the loss of the captain and his wife, the mate, and four of the crew. Captain Broadhurst was in command of the *Comet*. We have been supplied with the following report by the *Hailong*:-

On Sunday, 28th August, hard gale, with wind from S.W. to N.W. Eight Chinese junks while trying to enter Tamsui harbour were lost on the bar and over a hundred lives were lost, only six being saved.

On the night of the 30th the Japanese steamer *Riusei Maru* dragged her anchors and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore hold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

September 1st.—On leaving Tamsui for Amoy we saw a great number of large dismantled junks on shore all along the north-west coast. For thirty miles we were passing through large quantities of floating wreckage. Passed a ship's boat bottom up painted white, cabin doors, etc. When off Pak Sa Point we rescued fourteen Chinese seamen who were floating on the top part of a ship's deck house. They stated they were part of the crew of the American barque *Comet*, which after being partly dismantled, was driven ashore on the 30th, and that the captain, his wife, the mate and four of the crew had been drowned when they drifted from the wreck. The captain and his wife, they said, were lashed to the mizzen rigging and the seas were washing over them. Shortly afterwards the wreck disappeared. The *Comet* left Amoy for Newchwang on the 26th August with a cargo of sugar. One of the Captain's daughters is staying with friends in Amoy.

CAPTAIN AND MRS. BROADHURST SAFE.

Our readers will be pleased to learn that on 7th Sept. a telegram was received in Hongkong from Miss Broadhurst, at Amoy, stating that Captain Broadhurst, of the *Comet*, and his wife, who were reported drowned, had been saved.

Messrs. Lutgens, Einstmann and Co., the General Agents of the Great Eastern and Caledonian Gold Mining Co., Limited, have received the following telegram from the mines:—"Eastern shaft, rich gold. Struck a good body of ore in Caledonian. Zulu and Rise and Shine shaft, very good stone."

A DISABLED STEAMER.

The P. & O. steamer *Chusan*, which arrived on 2nd Sept. from Shanghai, sighted the steamer *Hoihao* in distress. This is doubtless the disabled steamer that was sighted by the *Lee Yuen*, and which was believed to be the *Sin Fokien*. The *Sin Fokien* was recently purchased by Mr. Marty from the Chinese authorities at Shanghai and has had her name changed. Captain Street of the *Chusan* courteously supplies us with the following report on the *Hoihao*'s position:-

On the voyage from Shanghai to Hongkong, when off Tung Yung Island, at 2.30 p.m., 31st August, I sighted a steamer close under the land with funnel gone, and flying signals. I proceeded round the island to see what she wanted. Found it was the *Hoihao* of Hongkong under French colours. She signalled, "Want immediate assistance; dying for water." I got in as close as I could with safety, sent away second officer with a supply of fresh water in the boat, ordered him to tell the Captain of *Hoihao* that if they were in danger I would take them off ship. Captain Gerard and crew refused to leave. It would not have been safe for a vessel of the *Chusan*'s size to have gone in close enough to take her in tow. Second officer returned and reported that the *Hoihao* had been in a typhoon, lost her funnel, all boats but one, four feet of water in stoke hole, engine room, and holds, fires out, pumps choked, loss of an anchor and chain, and damage to deck fittings; was holding with one anchor and chain at the distance of about one cable's length off the island—in a dangerous position should it come on to blow from the north or eastward. At 4.40 p.m., 31st, having the mails on board, I hoisted boat and proceeded on voyage. At 6.30 p.m., 31st inst., signalled a steamer and reported position of *Hoihao* and that she was in distress. The steamer proceeded at once in the direction of the *Hoihao*. I think the steamer was one of Messrs. Butterfield & Swire's firm, but could not make out her name as it was getting dusk. Captain Gerard stated that two steamers had passed him, but had not answered his signals of distress. When I sent boat away the weather was fine, but a heavy swell on. We passed a large amount of junk wreckage between Ocksen and Chapel Islands.

THE "HOIHAO" TOWED TO MATSU.

The steamer *Hoihao*, previously reported disabled and in a dangerous position off Tung Yung Island, was towed to Matsui by the China Merchants' steamer *Irene*. Mr. F. E. Foss, the chief officer of the *Irene*, supplies us with the following report:-

Left Shanghai on 28th August. Experienced strong N. E. winds and variable weather the first three days, anchoring for shelter at night on the 28th, 29th, and 30th. Heavy swell from the eastward. While passing Tung Yung on the evening of the 31st sighted a steamer flying signals, close to the island on the north side and rolling in the trough of the sea. She proved to be the *Hoihao*, late *Sin Fokien*, and had been two days in that position. She was bound from Newchwang for Amoy. Her funnel was gone and she was totally disabled. She wished to be towed to Foochow. Darkness coming on and such a heavy cross sea running it was decided to stand by till daylight. She was taken in tow at 8 a.m. on the 1st September and anchored at Matsui at 6 p.m., being turned over on the morning of the 2nd to the China Merchants' steamer *Haeshin* to be taken to Foochow. The *Irene* then proceeded on her voyage, experiencing light S. W. winds and fine weather, with occasional showers, to port.

The signals flying on the *Hoihao* were J.V.H., want food. She was lying with both cables out, but one anchor was apparently gone, and on the following morning, after the *Irene* got her tow rope fast and had taken four lines of the *Hoihao*'s, both cables were slipped after an unsuccessful attempt to get steam on the donkey engine. While being towed to Matsui the European officers could be seen from the *Irene* working like mules to get up spare anchors and cable, while the Chinese crew were doing little or nothing. When sighted on the evening of the 31st the *Hoihao* was anchored about a cable's length from the perpendicular bluff of the island, in twenty-five fathoms, and next morning was much nearer and in a very

dangerous position. Her boats had been smashed. One which had been temporarily repaired was lowered on the morning of the 1st but was found to be useless and was afterwards lashed rigid to the davits for the occasion. All hands on board were apparently worn out. The *Irene* furnished them with what provisions she had to spare.

MORE DEATHS FROM HEAT APOPLEXY.

We regret to announce another death from heat apoplexy. In this case the victim is Mr. T. Baxter Powell, aged 33, of the firm of Messrs. Powell and Co. He was taken ill early on Friday morning at his residence, No. 7, Caine Road. Dr. Stedman was sent for, but before his arrival and within half an hour of the seizure life was extinct. The body was removed to the public mortuary, where Dr. Thomson made a post-mortem examination. He subsequently certified that death was due to heat apoplexy. The funeral took place at 6.30 in the evening of the same day and was largely attended.

As a house-boy in the employ of Mr. T. Jackson, manager of the Hongkong and Shanghai Bank, was walking down Graham Street on Friday night he was taken suddenly ill and died within half an hour. The body was taken to the public mortuary, where it has been examined by Dr. Thomson, who has certified that heat apoplexy was the cause of death.

THE NEW AMERICAN NAVY.

CONSUL BEDLOE'S VIEWS.

Dr. Bedloe, the U. S. Consul at Canton, paid a flying visit to Hongkong the other day for the purpose of conferring with the Hon. T. H. Whitehead, the representative in the Legislative Council of the Chamber of Commerce, on the subject of trade in China and also with regard to the Chinese city of Kowloon, which is in Consul Bedloe's consular district, a district which comprises the populous provinces of Kwangtung, Kwangsi, and Yunnan.

One of our representatives happening to drop across the genial and veteran Consul, he had a most entertaining conversation with him on various matters of absorbing interest to the children of Uncle Sam. He spoke enthusiastically on the subject of American commerce in China and claimed that it was second only to that of Great Britain. The presence of several American men-of-war in the harbour brought up the subject of the new navy of the United States, and Dr. Bedloe grew quite eloquent in his expressions of admiration for Admiral Dewey and Dewey's fighting fleet at Manila.

Continuing, he said:—"Dewey's victory stands without a parallel in the annals of the unconquered navy of the United States. Those who know the dauntless Dewey were not surprised at his boldly dashing into Manila Bay and fighting the Spanish forts and fleet. Years ago young Dewey said to me, 'The talent of success is nothing more than doing what you can do well, and doing well whatever you do without a thought of fame. If fame comes at all it will come because it is deserved and not because it is sought after.'"

The Consul further said that Redfield Proctor, the sage Senator from Vermont, Dewey's native state, has remarked, 'Dewey has not had his due, but he will get it in the White House.'

"This means that Senator Proctor intends to enter the Hero of Manila in the next Presidential race, not as a dark horse but as a prize winner."

Speaking of the American Navy Consul Bedloe said, substantially, "Americans are accused by their British cousins of overrating any and everything American and of being more intense than Englishmen in their indifference of everything not of native production. All Americans do not admit the truth of this accusation. Probably it is not true. At any rate there is one exception to the generalization and that is the American's conception and opinion of the United States Navy, and what I have to say with regard to this subject applies to private individuals as well as to newspaper statements."

"There are two classes of commentators, one comprising those who overrate the navy—as to ships, guns, and their number, not as to the personnel of the navy. The calmest critic must admit the obvious fact that that cannot be overrated. The second class comprises those who under rate the navy. Even this class rarely if ever criticises the personnel. If there is a middle class which estimates this arm of the United States military service accurately I have never met it. The nearest approach to it is in the naval ranks, where every officer and man has not only the respect due to the service, but fully appreciates the fact that our navy is not nearly so large as it should be. There are reasons, which must be sought for in the foundation of the Republic, why a formidable military force, upon either land or sea, is not viewed with the same favour that it is held in under monarchical forms of government. However, that is foreign to the present proposition. We are discussing the American Navy as it is, and not as it might, should, and, I firmly believe, surely will be.

"Take the ships first. We have already thirteen battleships of different classes, some of them of the first class—that is, what European nations would call first-class. Some of these vessels now nearing completion will in point of fact rank as the most formidable floating fortresses in the world. Some of our armed cruisers, such as the *Columbia*, *Minneapolis*, *New York*, and *Brooklyn* are of the first rank in their class. Some of our minor cruisers, gunboats, and monitors have been and will be in Chinese waters, so that a good idea is to be had of our vessels of the third class, and I think and assert with patriotic pride that we have more than sufficient cause to praise our Asiatic Squadron.

"The Spaniards who have been dubious as to the power of these ships are now at last no doubt enlightened. The modern American guns with which these ships are armed have shown, so far as can be told from tests, that they are the most powerful as to efficiency and strength ever designed.

"It is to be remembered, too, that the United States is the home and birth-place of the steamship, that came almost full fledged from the brain of Fulton, of my native state of Pennsylvania. The powerful propeller used by the ships of all nations is Erickson's everlasting monument. America is not only the birthplace of heavy naval artillery, but superiority in naval gunnery is a birthright of the American Navy. While we now have guns so powerful as to throw a shot through the heaviest armour plate in existence to-day, it may be confidently claimed that even better styles of guns will appear promptly when the need for them is demonstrated.

"It is a truism that 'execution is the swift child of thought' in American invention, and if occasion demands it, naval architecture will be rapidly revolutionized. This is not an overdrawn statement. In truth, I am supported in my claim by no less an authority on the subject than the past-master in the art of ship and engine building, my Philadelphia friend, Charles H. Cramp, known the world over as the 'Father of the New Navy' by reason of the fact that he designed and superintended the building of the best battle-ships and cruisers of the American Navy. From Cramp's shipyards came the famous record breakers the *St. Louis* and *St. Paul* of the American Trans-Atlantic Line. These vessels were converted into cruisers by the U. S. Government and rendered most effective service in Cuban waters against the Spanish ships.

"Cramps also built the latest and most powerful men-of-war of the Japanese Navy. Most of the war ships of the South American Republics and many of Russia's modern men-of-war were built at Cramp's on the Delaware.

"The changes and improvements in naval architecture are but examples of how history repeats itself. I don't propose to quote naval history from the British point of view as in 'James' History of the Navy,' or from the American in 'MacLay's History of the American Navy,' nor even attempt to dissert upon the philosophy of naval history after Mahan which was so intelligently reviewed in a most interesting, entertaining, and instructing lecture on the subject of 'Sea Power in History' before the Odd Volumes Society of Hongkong recently by

my highly esteemed, distinguished, and learned friend Mr. Francis, Q.C.

"I do, however, desire to invite your attention to and speak of the history of American naval gunnery in the crude small navy of our forefathers in the War of Independence. It was then demonstrated most satisfactorily that not only would our American gunners shoot well, but that they would fight with coolness and intelligence. What was done when the American Navy was born in the time of 1790 to 1800? What was done? Did we follow traditions? Oh, no, indeed, not a bit of it. New naval types were designed and new naval armaments mounted; the efficiency of both were so well demonstrated—as history shows—in our Mediterranean War and our short, sharp, and decisive action against France, that even the British Admiralty were amazed at our audacity and subsequently convinced, some twelve or thirteen years later, when this 'poor insignificant Yankee navy' which would be 'swept from the seas in a month or two'—I quote from a London newspaper of that day—demonstrated to the world that not only was gunnery a science and an art, but there was a science of naval warfare as well. To be sure Collingwood and Nelson did, years before, try to teach the British Navy that this was true, but the British did not appear to realize the fact until the Yankee fleet proved it in every battle.

"What was the result of our victory over the British? The designs of the British ships were changed. Even before the war of the rebellion in the southern states of our country our naval artillery was more formidable than that of any other nation; and this war for the Union developed not only the greatest and best naval ordnance then conceivable but also an accuracy of gunnery unheard of before. Even at this late day Spain raised the same old cry against us and clung to the delusion that 'there are so many foreigners in the U. S. navy that the gunnery will be bad and the fighting worse.' See what that Spanish statement implied. They feared Americans but not other foreigners. The same material is in our navy to-day that carried Admiral Farragut and the mild mannered midshipman Dewey past the belching forts of New Orleans and took them into Mobile Bay. This criticism is more than laughable, for the American marine would always fight if there was but a shingle to stand upon.

"This Spanish episode is a blessing in disguise and will stimulate the development of our Navy, increase and expand our commerce, and place us in the front rank of nations."

THE PUBLIC WORKS REPORT.

The report of the Hon. R. D. Ormsby, Director of Public Works, for the first half of the current year is published in the *Gazette* and gives full details of the progress of works during that period.

NEW MATERIAL FOR MACADAMISING.

Under the heading of "Maintenance of Roads in Victoria" Mr. Ormsby says:—

Queen's Road Central, from Ice House Street to the Supreme Court, has been macadamized with 3 inches of the hard blue crystalline stone (gneiss) of which there is an abundance in the colony. The general use of this stone would result in harder, smoother and better roads, not liable to become a mass of greasy mud in wet weather; but owing to its extreme hardness, contractors demand double rates for breaking it, so for the present it has only been used experimentally; other arrangements for utilizing this stone, by obtaining stone-crushing machines, are under consideration. The introduction of a steam road roller will result in street repairs being much more rapidly and efficiently done.

A NEW ROAD TO KOWLOON CITY.

Under the heading of "Forming and kerbing streets" the following occurs:—"The new road from Hung Hom to Hok On is nearing completion. It bounds the land recently acquired for the establishment of cement works, and opens up a number of excellent building sites for which, no doubt, there will be a demand in the early future. This road should be extended to Kowloon city next year."

DEVELOPING THE MACDONNELL ROAD DISTRICT.

The approach to the bridge on MacDonnell Road from Garden Road has been raised and much improved, and will be of benefit to the tenants of the numerous European houses now being built in this locality. The nullah west of the tram line is being arched over, to admit of the construction on it of a road to Bowen Road station from MacDonnell Road; half the cost of this work is being met by the Hongkong Land Investment Company.

PATH BETWEEN WANCHAI AND WONGNEI-CHONG GAPS.

A trace was made between these gaps, touching Middle Gap on the way, and a two-foot wide path has been cut along it for the use of pedestrians. If funds are available this will be opened into a 12-foot road in 1899.

The Mount Kellett Road has been much improved by filling up a deep depression beyond the Gap between "Wageningen" and Des Vœux Villas. The cost of this work was borne by Mr. Ede, who thereby got rid of a large quantity of earth from the front of "Myrtle Bank."

VICTORIA JUBILEE ROAD.

The survey for this road was finally completed in June. It was delayed for several weeks by the serious illness of Mr. Hughes, who contracted fever while working in the swamp near Aberdeen. The length of road traced and surveyed between Shauiwan and Kennedytown is 18½ miles. The plans, which comprise some forty sheets of survey and cross sections, are well in hand, and calculations for the preparation of the estimate are in progress. A very satisfactory trace, with good gradients, has been obtained, and it is hoped that a start with the work may shortly be made.

THE PRAYA RECLAMATION AND THE NEW PIERS.

From the section of the report devoted to the Praya Reclamation Works we make the following extract:—

Sections Nos. 6 E and 7 W.—Work on these sections has been in progress since May, 1897, under contract No. 11 of 1897 with Messrs. Chan Ying Cheung and Chan Tong. This contract included the construction of the New Pedder's Pier and Pottinger Street Pier, on the original designs, but work had been stopped for three months last year by order of Government owing to the decision to substitute open steel or iron piers. Eventually, Pottinger Street Pier was completed as designed, and opened to the public, while the work of lifting the blocks of the Pedder's Street Pier which had been set in the foundations has proceeded departmentally. This work has proved very difficult and expensive and is not yet sufficiently advanced to admit of the contractor proceeding with the superstructure of the base on the new and approved design. It involves the removal of 34,000 cubic feet of concrete blocks and 17,000 cubic feet of rubble hearting, and replacing in another position 16,000 cubic feet of blocks and 20,000 cubic feet of hearting. Up to 30th June, 11,000 cubic feet of blocks had been removed. The earth work on this section was well advanced during the half-year, practically rendering available for public use the whole area from Ice House Street to Pottinger Street and out to the line of new harbour front.

A FRACAS ON THE PRAYA.

PORTUGUESE V. DUTCH.

At the Magistracy on 2nd Sept., before Commander Hastings, A. C. Botelho (40), clerk, and J. L. S. Alves (50), clerk, appeared to answer charges preferred against them by P. C. Kent, the first defendant being charged with using abusive language and assaulting P. C. Kent, and the second with assaulting the constable and attempting to rescue the other man from his custody. Mr. Francis, Q.C. (instructed by Mr. Wilkinson), appeared for the defence.

P. C. Kent said—I was on duty on Pedder's Wharf at 11.30 p.m. on Wednesday when launch No. 7, belonging to the Dock Company, came alongside the west side of the wharf with the Dutch Consul-General and party. In the meantime the Star ferry launch came on the outside of the dock launch and the passengers commenced to scramble across. Before they could reach the step the dock

launch commenced to go astern. I shouted to the coxwain to come alongside again and he did so. Then Botelho commenced to swear at the Dutch gentlemen, calling them — fools and bally idiots. The Dutch gentlemen returned the compliment, one of them asking "What have you got to say, a little article like you?" When he had landed Botelho came up to me and called me a — fool, adding "You do not know your duty; I'll teach you." I told him to be careful or I should have to arrest him. He replied, "What! I defy you," and rushing at me gave me a push which nearly sent me into the water between the launch and the wharf. I was then standing half-way down the steps. Botelho then went up the steps. I followed and arrested him. Alves then came up to me and asked me if I knew him. I replied "No." He said, "I am chief clerk in the Harbour Master's Office and I must teach you your duty." I replied, "I do not require you to do so, you had better go away as I want to take this man to the station." He replied, "You shall not," and then struck me a blow on the chest with his fist and catching hold of my right arm tried to drag me away from Botelho. I blew my whistle, and Inspector McEwen, of the Naval and Dock Yard Police, came to my assistance. While I was blowing my whistle I received three blows on the head with an umbrella or stick from someone behind, but I could not swear who gave them to me. A free fight ensued between the Dutch and the Portuguese and a soldier was knocked into the water, but I was unable to get his name. There were about 20 Portuguese men present and some women and about 15 Dutch ladies and gentlemen. With the assistance of Inspector McEwen I managed to take defendants to the Police Station. Botelho appeared to be under the influence of drink, but Alves was sober.

In answer to Mr. Francis, witness said defendants were released at about midnight. They were brought before His Worship the following morning and asked for a remand until that day. He did not hear any exclamation or see any disturbance before the dock launch commenced to go astern. The bulk of the passengers by the ferry launch were on the dock launch when the latter backed. Botelho refused to tell him his name. All he would say was that he was a clerk in the Harbour Master's Office. He did not say that if witness would let go his wrist he would walk quietly with him to the Police Station.

What had the soldier to do with the row?—He was assisting me. I was surrounded by the Portuguese and he got knocked into the harbour.

Inspector McEwen said—On the night of the 31st ult., at about 11.30, I was on Pedder's Wharf waiting for the launch for Kowloon when I heard a disturbance in a boat lying on the west side of the wharf. I was standing on the outer steps when I saw a party of Portuguese gentlemen and what I took to be Germans coming up the steps, and they appeared to be quarrelling with one another. I saw Botelho go up the steps and heard him shout out to the constable, who was at the top of the steps, "You — fool you do not know your duty." Immediately afterwards there was a fight on the wharf between the Portuguese and the Germans, as I took them to be. They were hitting one another over the head with sticks. I heard the constable blow his whistle, and I went to his assistance. I found he had Botelho in custody. He had hold of him by the left wrist with the right hand. I saw Alves get hold of the constable from the back. I pulled him off and told him he should not interfere with the constable. As the constable was taking Botelho away Alves got hold of him again and the constable arrested him. The crowd was very disorderly, so I followed the constable up, keeping the crowd off him. I left him at the foot of Wellington street and returned to the wharf to catch the launch for Kowloon. There were two soldiers on the pier. One of them was wet, and he told me he had been in the harbour to pull out a Portuguese.

Mr. Francis, in addressing the court for the defence, contended that there were important discrepancies between the evidence of the Inspector and that of the constable and submitted with all respect that there was really no case for the prosecution. He argued that Botelho did not use any abusive language to the constable but

that it was intended for the Dutch gentlemen and that when the constable was struck it was in the melee and was an accident.

Botelho was fined \$5 for using abusive language and for the assault he was bound over in the sum of \$5 for a month. Alves was bound over for a month in the sum of \$5.

ENQUIRY AT THE HARBOUR OFFICE.

DEFENDANT EXONERATED.

At the Harbour Office on 7th Sept. before Commander Rumsey, Charles Miller, an A.B. of the American ship *State of Maine*, was charged by Captain Curtis with having refused to do duty and disobeyed orders in Hongkong Harbour.

The Captain said defendant was shipped as seaman and carpenter. He had no complaint to make against defendant except for deserting. Defendant asked for discharge and he refused to give it to him.

Defendant, who signed on at \$18 per month, said the Captain had promised him \$20 a month, carpenter's wages. The Captain got tools for him, but refused to put him on the articles as a carpenter. He refused to work unless he was so put on the articles, as he otherwise had no guarantee for his money.

Commander Rumsey said the Captain did not deny what defendant had said, and he was of opinion that, this being so, defendant was justified in refusing to continue working. The case would be dismissed.

THE GYMKHANA.

Judges.—The Hon. J. J. Bell, Irving and Mr. V. A. Cesar Hawkins.

Handicappers.—The Hon. C. P. Chater, C.M.G., and Mr. M. Grote.

Starter.—Mr. A. Babbington.

Timekeeper.—Mr. J. McKie.

Clerk of the Scales.—Mr. J. McKie.

Hon. Treasurer.—Mr. G. C. Master.

Hon. Secretary.—Captain J. H. Laurie, K.O.R.

The fourth gymkhana meeting of the season took place on Saturday in the presence of an exceptionally large number of spectators, the army and navy being particularly well represented. The programme differed from previous ones in that there was only one handicap, the other events being tug of war on horseback, ladies' nomination, tug of war, jumping competition, polo ball race, and ladies' nomination. The three last items had to be postponed in consequence of the lack of time. The weather was favourable and the course was in good order. The Band of the King's Own was in attendance. The following are the results:—

DISTANCE HANDICAP; one mile; for all horses and ponies; no whips or spurs allowed; first prize, a cup presented from the gymkhana fund; 2nd, \$10; 3rd, \$5.

Mr. G. C. Moxon's Santiago, 11st (Mr. Birkett) 1

Mr. A. S. Anton's Castanet, 10st 3lbs (Mr. P. A. Cox) 2

Mr. W. J. Gresson's Black Dence, 11st 12lbs (Mr. Gresson) 3

Mr. J. S. Bruce's Viceroy, 11st 7lbs (Mr. Bruce) 0

Mr. G. K. H. Brutton's Australian Horse, 10st 8lbs (Mr. Brutton) 0

Mr. G. C. Moxon's Merrimac, 12st (Mr. Moxon) 0

Mr. T. L. W. Allison's Dun, 12st (Mr. Allison) 0

Santiago won easily, being four lengths ahead of the second horse when the finishing post was reached.

TUG OF WAR ON HORSEBACK; teams of four; best of three pulls; four teams to enter or event becomes void; no whips or spurs allowed; post entries. Entrance free.

Five teams entered. The first prize was won by the naval team (midshipmen) and the second by Captain Burnie's R.A. team. The former was composed of Messrs. Oliphant, Stancomb Allison, and Hornby, and the latter of Captain Burnie, Messrs. Williamson, Tarning, and Hudson.

LADIES' NOMINATION; ball and bucket race. The rider will pass the lady at full speed outside the chalk line; the lady standing within the allotted space; the lady will throw a polo

ball to the rider whilst he is passing, which he should catch and drop into a bucket further on without lessening his speed; points will be given for the catch, bucket, and speed; three runs; first prizes presented by Mr. C. Beermann, 2nd prize presented from the Gymkhana Fund.

There was a very numerous entry for this event. The winners were:—

Mr. Hornby, R. N., nominated by Mrs. Vallings 1

Mr. P. A. Cox, nominated by Mrs. Drury 2

Mr. Drury, nominated by Mrs. Buttanshaw, tied with Mr. Cox in the first instance.

TUG OF WAR—Open to teams of 8; each team to represent a distinct unit of the naval or military forces, or the Hongkong Police; to be pulled in service boots; no spikes or nails allowed—no holes to be dug; first prize, \$45; 2nd, \$18. Four teams to compete or no second prize; post entries. Entrance free.

HEAT 1.

Police beat R. A. South.

Powerful stokers beat *Barfleur* Marines.

R. E. beat *Tamar* Marines.

Barfleur blue-jackets beat B. Company King's Own.

Powerful blue-jackets beat R. A. East.

HEAT 2.

Powerful blue-jackets beat Powerful stokers.

Police beat *Barfleur* blue-jackets.

HEAT 3.

Powerful blue-jackets beat R. E.

Police a bye.

FINAL.

Police beat Powerful blue-jackets. There were three pulls in the final. The first pull was stubbornly contested but the second pull the Police won easily.

V. R. C. AQUATIC SPORTS.

FIRST DAY, 6TH SEPTEMBER.

Umpires.—Messrs. A. Denison and E. D. Sanders.

Referee.—Mr. R. K. Leigh.

Starter.—Mr. G. A. Caldwell.

Official Timekeepers.—Messrs. M. A. A. de Souza and T. Meek.

Handicappers.—Messrs. F. Lammert and T. Yule.

The annual aquatic sports in connection with the Victoria Recreation Club commenced yesterday afternoon, when there was a large attendance. Commander Hastings, the popular president of the club, was present. Some capital swimming was witnessed. Mr. A. A. Alves, who won the championship last year, was again successful, only just beating his brother, A. E. Alves, however. The following are the results of the different events:—

CLUB CHAMPIONSHIP (three lengths); two prizes.

A. A. Alves 1

A. E. Alves 2

I. Grant Smith, J. M. E. de Carvalho, Frank Jorge, and J. Miller also competed. Time, 1 min. 14½ sec.

PLUNGING.—Two prizes.

J. A. Fredericks 1

J. M. E. de Carvalho 2

A. E. Alves, I. Grant Smith, Frank Jorge, F. M. Roza Pereira, J. Millar, C. E. A. Hance, Joe Jorge, and A. A. Alves also competed. Fredericks' distance was 57 feet 4 inches and Carvalho's 48 feet 3 inches.

MEMBERS' RACE (four lengths, handicap); four prizes; first and second in each heat to swim in final.

Heat 1.

F. Jorge, owes 13 1

E. Herbst, owes 13 2

J. Millar, owes 18 0

I. Grant Smith, owes 23 0

A. A. Alves, owes 28 0

Heat 2.

J. H. R. Hance, owes 12 1

A. E. Alves, owes 25 2

W. S. Bailey, owes 4 0

Joe Jorge, owes 8 0

J. M. E. de Carvalho, owes 28 0

Final heat.

F. Jorge 1

E. Herbst 2

It will be seen that the final resulted in favour of the winners of the first heat. Jorge's time

was the same as in the first heat—1 min 53 sec. **FOUR LENGTHS' HANDICAP, FOR ARMY, NAVY, AND POLICE NON-MEMBERS.**—Three prizes. J. Lucena, K.O.R., owes 19 seconds ... 1 J. E. Gant, R.N., owes 7 seconds ... 2 A. E. Edwards, K.O.R., owes 10 seconds ... 3 Ernest Wheeler, R.N., and Albert Thorn, R.N., scratch, and J. T. Tootell, K.O.R., owes 27, also competed.

TEAM RACE.

A Team.	B Team.
A. E. Alves	J. M. E. de Carvalho
J. Millar	E. Herbst
J. H. R. Hance	T. Meek
C. E. A. Hance	F. D. Bain
W. S. Bailey	R. Henderson
F. M. Roza Pereira	E. Grant Smith
C Team.	
A. A. Alves	
I. Grant Smith	
T. Yule	
W. Armstrong	
A. Loureiro	
A. B. Silva Netto	

Loureiro, who was among the first three, got ahead, and those who succeeded him kept the lead, C team thus winning, B team second, and A team third. Times—5 min. 16½ sec., 5 min. 32 sec., 5 min. 32½ sec.

SECOND DAY, 7TH SEPTEMBER.

At the V. R. C. aquatic sports yesterday there was again a large attendance, Commander Hastings being again present. If anything the programme was more interesting than that of the previous day. The following are the results:—

CHAMPIONSHIP OF THE COLONY (all comers).

—Six lengths; two prizes; first prize, cup presented by Mr. A. P. MacEwen.

A. A. Alves	1
A. E. Alves	2
J. M. E. de Carvalho	3

A. A. Alves, last year's champion, did the distance in 2 min. 49 sec. Carvalho was really the second man, being only two seconds behind the winner, A. E. Alves being a bad third. Carvalho was, however, disqualified on account of his not touching the post. The other competitors were Ivan Grant Smith, J. T. Tootell, F. Jorge, and A. Millar.

MEMBERS' RACE (over 30 years of age).—Two lengths; handicap; two prizes.

G. Grimbé, owes seven	1
T. Meek, owes 10	2
J. Rodger, "go"	0
J. A. Fredericks, owes 7	0
W. S. Bailey, owes 8	0

Grimble's time was 52 seconds and Meek's 54 seconds.

SWIM UNDER WATER.—Two prizes.

The following had entered:—A. E. Alves, Joan Grant Smith, J. M. E. de Carvalho, J. H. R. Hance, T. Meek, F. Jorge, F. M. Roza Pereira, J. Millar, C. E. A. Hance, J. A. Fredericks, A. A. Alves, and N. A. Gonsalves.

Carvalho	1
Hance	2

Carvalho was the winner last year. His distance this year was 180 feet and he was under water 51 seconds. Hance's distance was 137 feet and his time 38 seconds. Pereira was the longest under water—59 seconds.

SMALL BOYS' RACE (under 15 years of age).

Two prizes; first prize presented by Commodore Holland, R.N., A.D.C.

E. Alves	1
C. Alves	2

The winner swam capably, his time—71 sec. being excellent. There were six competitors.

WATER POLO.—Teams of Seven.

Red.	White.
A. E. Alves	A. A. Alves
J. M. E. de Carvalho	W. Armstrong
J. Hance	T. Meek
E. Herbst	J. M. S. Machado
J. Millar	T. Yule
R. Henderson	I. Grant Smith
C. G. Klinck	C. E. A. Hance

It was at once apparent that the teams were very evenly matched. Some smart attempts at goal were made, but at first the luck was on the side of the Reds, who scored two points during the first half against none, both goals being shot by Julian Hance. On change of ends the Whites equalised, Ivan Smith and Cyril Hance shooting a goal each. Then Armstrong put on another point for the Whites. Immediately

afterwards Henderson equalised, and it looked as if the match was going to end in a draw. Just before the call of time, however, Armstrong scored another point for his side, which thus won by one goal.

Whites	4 goals
Reds	3 goals

THIRD DAY, 8th SEPTEMBER.

There was a large attendance in the Club's enclosure yesterday afternoon, many ladies being present. Comdr. W. C. H. Hastings, president of the Club, and Commodore and Mrs. Holland were amongst those present. Although considerable interest was shown in the swimming and diving the water polo proved the most exciting event. The Band of the King's Own was present and played some lively music at intervals.

Following are details of the different events:—

MEMBERS' RACE.—2 lengths (handicap); two prizes.

A. A. Alves won the first heat (44½ secs.), A. E. Alves the second (45½ secs.), I. Grant Smith the third (45½ secs.), and J. H. R. Hance the fourth (52 secs.). In the final a most exciting race was witnessed, A. E. Alves winning in 48½ secs.

RUNNING HEADER FROM SPRING BOARD.

Two prizes.

Some capital diving was witnessed in this event, but the superior plunging of Carvalho and A. A. Alves was soon demonstrated and finally the issue lay between these two. Carvalho and Alves were so closely matched that three dives were necessary to decide which was the better. In the first two points were equal but in the third Carvalho beat his opponent with a clean dive and a sharp recovery.

A TUB TOURNAMENT was the next event on the programme, but this, for some unexplained reason, did not take place.

WATER POLO.—Teams of seven.

White.	Red.
C. G. Klinck	J. M. S. Machado
J. M. E. de Carvalho	T. Meek
Pereira	C. E. A. Hance
A. A. Alves	A. E. Alves
W. Armstrong	J. Millar
J. H. R. Hance	E. Herbst
T. Grant Smith	Frank Jorge

The teams had evidently been selected with great care as to their respective ability and were so well matched that at the call of time each side had notched five goals. It was then decided to play an extra five minutes. The excitement of both players and spectators was at a high pitch when the ball was thrown into the enclosure for the final tussle. The stamina of the Reds soon asserted itself, however, with the result that they were able to add three points to their score against the Whites' one, the final score being:—

Red	8 goals.
White	6 goals.

CHAMPIONSHIP.—A special prize will be awarded to the winner of most points in non handicap events. Presented by the Chairman—Comr. W. C. H. Hastings, R.N. (Retired).

1st place mark, 10 points.

2nd place mark, 4 points.

3rd place mark, 1 point.

The championship was secured by Carvalho and he was a popular winner.

DISTRIBUTION OF PRIZES.

The prizes were distributed by Mrs. Holland in the gymnasium immediately after the sports.

In a few introductory remarks Mr. HASTINGS said the swimming this year had been very good indeed and quite up to the average of any previous meeting of the Club. The water polo was exceptionally good, and the increased interest shown in this game and the better knowledge of the proper rules of the game evinced by the players was due in a great measure to the exertions of Mr. T. Yule, hon. secretary of the Polo League. That would probably be the last time that the prizes would be distributed in that building. Commodore Holland had, however, been good enough to make representations to the Admiralty which would no doubt result in the Club obtaining a site for a new building on the proposed reclamation.

The prizes having been distributed Mr. Hastings called for three cheers for Mrs. Holland, a request which met with a hearty response.

SHOOTING.**THE HONGKONG RIFLE ASSOCIATION.**

The return match with Mr. G. H. Coles' Naval Team, shot on Saturday afternoon, resulted in a win for the Navy by 14 points. The following are the scores:—

MR. COLES' TEAM.

	200.	500.	600.	Tl.
P. O. 1st class Lee	28	33	31	92
Col.-Sergt. Dexter, R.M.L.I.	30	30	28	88
Lt. Pearson, R.N.	27	30	30	87
Mr. G. H. Coles	28	27	31	86
P. O. 1st class Avery	29	33	23	85
Private Palmer, R.M.L.I.	26	29	25	80
Lieutenant Halse, R.N.	27	26	26	79
A. B. Pratt	25	23	27	75

672

RIFLE ASSOCIATION.

Sergt. Bowery, R.E.	30	33	32	95
Mr. W. Marshall	30	27	32	89
Mr. A. H. Skelton	27	30	31	88
Mr. E. C. Shepherd	25	32	30	87
Sergt.-Major Wallace, R.E.	26	30	25	81
Mr. W. Macdonald	25	32	22	79
Mr. A. Read	22	26	23	71
Mr. W. Hart	19	25	24	68

658

In the Spoon Competition eleven members took part. Spoons were won by Sergt. Bowery, W. Macdonald, and E. C. Shepherd with scores of 63, 57, and 57.

ROYAL ENGINEER QUADRILLE CLUB.

One of the periodical "outings" in connection with the above club took place last Saturday. Heretofore, these outings have taken the form of water-excursions to some place of interest not too distant from Hongkong, but several of the more enterprising and imaginative members of the club opined that a moonlight trip to Mountain Lodge would be a pleasant change, and something of a novelty. Accordingly a very merry party had gathered there at about eight in the evening. The place selected was just the thing for a picnic of this nature, having a lawn admirably adapted for dancing, &c. This was enclosed by a chain of Japan lanterns. A portion of the band of the King's Own Regiment occupied one side and a refreshment buffet with easy chairs, &c., brilliantly lighted, the other. The whole presented a most pretty and picturesque appearance. The first item on the programme was a dance; this was followed by a game of "Twos and Threes," which, in its turn, was followed by a song, then another dance, and so on, until the hour drew near for making a move to the lower regions. (It is hoped it is understood by "lower regions" that part of Hongkong some 1,400 feet below the Peak and not the only place the majority of Hongkongites reckon warmer than this sunny isle). One and all seemed heartily sorry to depart from the scene of what had been, probably, one of the most enjoyable evenings spent by them in the Far East. The Committee, Messrs. Wilkinson, Watling, Cameron, and Bentley, deserve every praise for the admirable manner in which all arrangements were carried out.—Communicated.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

MANILA CUSTOM HOUSE DUTIES.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—We read in your issue of 26th instant that considerable dissatisfaction is felt in Hongkong in consequence of the retention by the American authorities of the present Spanish duties at Manila; and that a number of local Hongkong merchants had called upon Consul-General Wildman in order to ask him to use his influence to have these duties modified, and stating that the late excessive shipments of petroleum, flour, &c., to Manila would not have been made had they not thought that, on the port falling into the hands of the Americans, duties would be charged in accordance with the existing United States tariff. We know

nothing about the latter tariff, but as Manila merchants who have been resident in the Philippines for a long number of years we would like to ask you why any such modification as that suggested should be made in order to benefit for the moment a few Hongkong speculators who have interfered in a market of which they are entirely ignorant, and who appear likely to lose heavily by doing so. Any such reduction in the present Custom House tariff would be most unfair to the resident Manila merchant, who are the legitimate traders, and who hold large stocks which have been brought in at the present rates of duty. We are sure this would be the view taken by the U.S. authorities, who have no idea of treating unfairly the resident Philippine merchants in order to benefit a few Hongkong speculators who have burned their fingers. The special reference in your correspondent's article to the duties on flour and petroleum displays complete ignorance of the subject, as neither duty, though heavy, is prohibitive to foreign importation, all the flour received here for years past having come from America and the oil being either Russian or American, not a single case of the latter nor a sack of the former having ever been imported from Spain.—We are, &c.,

MANILA MERCHANTS

Manila, 31st August, 1898.

MANILA CUSTOM HOUSE DUTIES.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—In your issue of to-day appears a letter under the above caption, signed "Manila Merchants" commending the retention by the American authorities of Manila of the Spanish duties, and protesting against the abolition of these duties, thereby practically throwing Manila open to the world as well as to "a few Hongkong speculators who have interfered in a market of which they are entirely ignorant." Overlooking the modesty of the signers of this remarkable letter in designating themselves the only "legitimate traders," I am taking the liberty of championing these so called illegitimate Hongkong speculators who have burned their fingers.

The object of the retention of the Spanish tariff was simply a makeshift on the part of the American officials which was authorized by President McKinley on July 12th, 1898. The Act concludes with the following paragraph:—

"The foregoing schedules and provisions, based upon the tariff and taxing laws heretofore in operation in the Philippine Islands, including such other taxes and exactions heretofore collected, as in the discretionary judgment of the Commanding General shall be considered proper and necessary, shall be and remain in force until duly modified, suspended, or revoked."

From this paragraph it would seem that the Spanish tariff was not in force to give the "Manila Merchants" a monopoly of the Island, but as a simple question of political expediency. It has never been the policy of the United States to enforce excessive tariffs in its own country, and no one believes that she will enforce for any length of time a prohibitive tariff in her conquered possession. The Chinese traders in Canton made the same useless protest against the encroachment of the "Hongkong speculators" as the Manila merchants are now making, and again history will repeat itself. Owing to this excessive tariff, American oil is selling in Manila for \$4.20 per case. Can any one believe that there would be any market for case oil on the West River at the same price, or do the Manila merchants hope that their limited market will be protected at the expense of the hundred thousand would-be consumers of kerosine oil in the Philippine Islands if case oil was selling there as cheaply as it was in Hongkong. Rather it is believed that, "in the discretionary judgment of the 'commanding General,' a drawback will be allowed the Hongkong speculators (who by the way are the leading firms in this colony), which cannot of course be awarded to the Manila merchants. Tariffs are not retro-active, and the American authorities cannot be held responsible for disposition of merchandise purchased by resident firms under the Spanish regime.—I remain, dear sir, yours faithfully,

HONGKONG RESIDENT.

Hong kong, 6th September, 1898.

THE CHINESE AND MANILA.

Chinese other than labourers who belong to the so-called exempt class under the American Chinese Restriction Act are permitted entry into Manila on submitting evidence to that effect to the United States Consul-General.

A PREFECT'S YAMEN DESTROYED.

Serious news has been received from Changsha, the provincial capital of Huuan, to the effect that a mob, instigated by secret society men, has burned down the yamen of the prefect of Paotingfu, in the above-named province. It appears that a foreign missionary was visiting the city at the time and was invited by the prefect, Lin Tze-cheng, to call at the yamen, a guard of a large body of runners being sent to escort the missionary in question. A large mob gathered around the yamen at first to gaze upon the foreigner and satisfy their curiosity; but they were approached by a number of secret society men—Laotingfu being one of the head centres of the *Kolao Hui*—who began to tell malicious stories of foreign missionaries in general, and this missionary in particular.

While the mob were being incited to the sticking point, the prefect, taking note of the ominous noises about him, smuggled the missionary out by a back door and sent him out of the city, to his boat, before the people in front of the yamen were aware of the fact. Even this disappointment was not sufficient to make the mob murderously inclined, but here again the society men were at work, and one of them setting the example the whole of the four or five thousand men began to pull down the outer houses of the yamen's great court. Pillaging began in spite of the personal remonstrances of the prefect himself, and when some one cried out that pulling down was too slow work and that fire was more to the point, this official began to think that it was about time for him to retire. This show of weakness was fatal. No sooner had the prefect entered the second courtyard of the yamen than men rushed forward with lighted torches in their hands—the treasure room having in the meanwhile been already pillaged of over Tls. 20,000 in shoes of sycee—and the whole building was consigned to the flames. The prefect is said to have escaped personal injury but not only was the yamen, containing some 200 rooms, gutted, but considerable property built all around the yamen and owned by some of the local gentry met the same fate. The military, consisting of some 350 men, then appeared and the mob dispersed at the approach of the soldiers. The latter, however, were compelled to help the firemen to put out the fire instead of making any arrests, as the serious condition of the conflagration threatened to consume the whole city. The day following the riot and consequent fire one or two arrests were made, but both the leaders of the mob and their instigators had already set many miles between themselves and the yamen runners, so none of any account have so far been arrested. The foreign missionary escaped scatheless.—N. C. Daily News.

SHOCKING MURDER AT SHANGHAI.

Shanghai, 29th August.

On Friday night a peculiarly atrocious murder was committed in an alleyway off the Fuhkien Road, the victim being a woman of about 47 years of age. It appears that the woman had a slight difference with her husband, who left home on that account early in the evening and slept at a native hotel for the night. During the night the house was entered by a female servant in the employ of the household, and three men, two of whom, named Liu and Hsu, are known. They commenced operations by binding and gagging the son of their victim, a boy of about ten years old, and then throwing a straw rope round the woman's neck they dragged her downstairs into the kitchen, where lime was thrown in her face, and a large quilt thrown over her and held until she was suffocated. As soon as she was dead, the murderers searched the house in quest of money and valuables which were known to be on the premises. They succeeded in securing booty to the value of about \$1,600, and after trying

to set fire to the house, decamped with the booty. The woman, before leaving the house, released the boy, and he at once gave the alarm to the neighbours, who communicated with a married daughter of the murdered woman and began a search for the husband. As soon as the latter was found he was given into custody and detained until after the inquest held by the city magistrate. The inquest was held on Saturday morning, the principal witness being the victim's son, who affirmed his ability to recognise the murderers. A man who corresponded in some degree with the description given of one of those concerned was brought in, but the lad failed to identify him and he was released. The *chihhsien's* verdict was that death had been caused by the joint effects of strangling with a rope and asphyxiation with the quilt which had been thrown over the victim's head, and he instructed his runners to use all diligence in the endeavour to bring the perpetrators of the deed to justice. The Municipal Police have the affair in hand, but up to the present no arrests have been made.—N. C. Daily News.

THE HANYANG ARSENAL.

Shanghai, 1st September.

We mentioned the other day that a "first consignment" of two thousand Mauser rifles and four quick-firing field-pieces, with ammunition, had been despatched from the Small Arms factory of the Hanyang Ironworks to the capital for the use of the Peking Field Force. From fuller information now received we learn that this is by no means the first consignment, and that we were in error in saying that it came from the Small Arms factory of the Hanyang Ironworks. The Government Arsenal at Hanyang is an establishment nearly as extensive as the Ironworks themselves, from which it is quite distinct, being the property of the Government, while the Ironworks are owned by H.E. Sheng Tsjen, Director-General of Railways, etc. We are informed that the Arsenal despatched last year to Peking one thousand Mauser rifles and twelve 3.7-centimetre quick-firing mountain guns, while this year it has sent to the capital two thousand Mauser rifles and twenty-four mountain guns of the same calibre, with the necessary ammunition.

The Arsenal at Hanyang includes, we learn, at the present time a gun factory, rifle factory, rifle-cartridge factory, and gun-carriage and limber factory, a shot and fuse factory for guns, a cartridge-case factory for artillery ammunition, a shot foundry, and a general foundry, besides the other necessary shops. An enlargement of some of the factories and the addition of crucible steel works and a smokeless powder factory are provided for in the future.—N. C. Daily News.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

Viceroy Tan has lately received instructions from the Peking Government granting him two more months' leave and refusing his application to be allowed to resign.

The Sin-hau-kuk has issued a notification telling the people not to be alarmed or give any trouble in the carrying on of the railway works, as the engineers have been instructed not to let the railways pass any graves if possible, and that the owners of land, fields, and graves through which the railway passes will be compensated according to the market prices.

A clan fight has broken out between the clans of Chan, Lum, and Cheng, on the borders of Hoi-yeung and Hoi-luk districts, and great slaughter has taken place. The local force is too small to cope with the combatants and the local authorities have applied to the Canton Government for reinforcements.

On the 1st instant a junk running between Tongkoon district and Canton foundered in a heavy gale at Liptak, not far from Canton. Over fifty lives were lost. The Kwongchai Hospital has so far picked up thirty-seven corpses. There were altogether over one hundred persons on board, but a good number of them were saved by the neighbouring boats.

Sham Chan-koon has been appointed by the Throne to succeed Chang Yan-Tsan Provincial Treasurer, who has been transferred to be Provincial Treasurer of Shantung.

HONGKONG.

The Trade Mark Rules, made under Ordinance 18 of 1898, are published in the *Gazette*.

General Merritt and his aides-de-camp and secretary left Hongkong on Saturday for Europe in the *Chusan*.

Charles Wilson, of the *Concord*, was fined \$5 at the Magistracy on Saturday for disorderly behaviour at No. 2 Police Station.

A list of persons licensed to shoot and take game within the colony is published in the *Gazette* "for general information."

At the Magistracy on Saturday a fireman was fined \$300 for having in his possession 10 taels of prepared opium and 47 taels of opium dross.

The Manila *Comercio* hears that some of the estates belonging to the religious orders in Luzon have been leased to a Hongkong syndicate.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Shing On, \$20.

According to the *Comercio* the paddle steamer *Kwonghoi* has been purchased by a firm at Manila for \$75,000, and is to be employed in running between Manila, Cavite, Bulacan, and other points in Manila Bay.

We hear that the Hon. W. M. Goodman, Attorney-General, goes home in a week or two on six months' leave of absence. Mr. H. E. Pollock will probably fill the acting appointment during Mr. Goodman's absence.

The Secretary of the Punjom Mining Co., Limited, advises us that he has received the following telegram from the mines giving the result of the August clean-up:—The mill ran 24 days crushing 1,900 tons yielding 180 ozs.

On Monday afternoon a lot of Crown land measuring 21,003 square feet and in the locality of New Road, Magazine Gap, and Plantation Road, was sold to a European for \$2,545—\$25 above the upset price. Annual rent \$120; term 75 years.

It is notified in the *Gazette* that Mr. A. W. Brewin has been allowed to resign the acting appointment of Registrar-General and that Mr. J. Dyer Ball has been appointed to act in that capacity. Mr. Ball returned from leave of absence by the last English Mail.

On Wednesday morning Inspector Hanson and a party of police raided 42, Queen's Road, and arrested 33 men for gambling. They were brought before Commander Hastings later on. One of them was fined \$25, or two months, two \$15 each, and the rest 50 cents each.

An Elmira despatch of the 28th July reads:—Edwin Wildman of this city has been appointed by President McKinley Vice and Deputy Consul-General of the United States at Hongkong. He will sail from San Francisco the latter part of August. He is a brother of Consul-General Rounseville Wildman of Hongkong.

The Cable Companies notified on Wednesday that all lines to Kobe, Yokohama, Tokyo and other places north of Nagasaki were interrupted by typhoon. Later in the day it was notified that communication with Kobe was restored, but the lines to Yokohama, Tokyo, etc., were still interrupted. The railway beyond Kobe being also interrupted, telegrams were being forwarded thence by steamer.

Robert Hilton, an ordinary seaman on H.M.S. *Iphigenia*, was at the Magistracy on 2nd Sept. fined \$10 for assaulting a Chinese constable and \$5 for disorderly conduct. Complainant said he was in Hollywood Road on Thursday afternoon when he saw defendant snatch a fan from a Chinaman, and on his going to get the fan defendant struck him on the chest.

At the Magistracy on 2nd Sept. Li Chan, a carpenter, was charged with behaving in a disorderly manner in a public street, and fined \$25. Lui On was charged with assaulting P. S. Gidley when in the execution of his duty. The officer said that at a quarter to ten on Thursday night he was taking the previous defendant to the Police Station for disorderly conduct. When in Mason's lane the prisoner resisted violently and the foks became very threatening. As they were going up Wyndham street defendant and another man not in custody attempted to rescue the prisoner, witness being hit over the head with a stick. He blew his whistle and an Indian constable came to his assistance. A fine of \$25 was imposed.

The *N. C. Daily News* hears that Mr. E. Ohlmer, late Commissioner of Customs at Ichang, has been appointed Commissioner of Customs at Kiaochau. Our contemporary would have rendered a public service if it had been able to state what position the Chinese Customs at Kiaochau are to occupy in relation to the German Government there. Kiaochau has just been declared a free port, and a knowledge of how that status is to be combined with the protection of the Chinese revenue might be of some assistance in the solution of pending questions at Hongkong.

A fireman named Kahndt from the *Kaiserin Augusta* appeared before Commander Hastings yesterday morning on a charge of being drunk and disorderly in Queen's Road the previous evening. Tung Fui Woon was passing along when defendant rushed at him and gave him a blow on the neck. The assailant was, however, secured and taken to the Central Police Station. When asked what he had to say defendant said through Chief-Inspector Hanson, who acted as interpreter, "I was drunk and did not know what I was doing." He was fined \$10.

Michael Molloy, chief gunner on one of the American war vessels, was charged with assaulting an old man named Frank May early on Monday morning in Pedder street. Complainant found him lying across the side-walk near the Hongkong Hotel, and because he moved his legs defendant got up and knocked him down. He did not know defendant. Defendant—"I must have been pretty full of liquor. I do not know anything about it." A fine of \$15, or six months, was imposed. Molloy was further fined \$10, or a month, for assaulting an Indian constable.

A correspondent writes:—It is understood that the War Department of England is at present experimenting with the sun helmet invented by Mr. Tse Tsan Tai, of the Public Works Department of Hongkong, in 1894, and presented by him to the British Government in 1896. Photos of Mr. Tse's helmets and their wearers—Officers of the Inniskillings at breakfast, General Hammond and Staff reconnoitring Gand's Pass, the Inniskilling Fusiliers in Camp at Bara—may be seen in the *Navy and Army Illustrated*, dated February 18th, 1898, pages 274 and 275. Mr. Tse's invention is also recommended for the protection of horses.

On 5th Sept. Commander Hastings had before him a shopkeeper named Hwok Chun, who was charged with assaulting Li Lak Chun, a servant boy. Complainant said he was a cook at Hunghom and was 13 years of age. On Saturday night he went into defendant's shop to buy some cigarettes. He dropped a cash. Defendant asked him to pick it up. Because he did not do so defendant ran towards him, gave him two slaps, and knocked him down. Defendant also threw a stone at him cutting him on the head. He called a constable and defendant went with him. A coolie corroborated. Defendant said complainant and a number of other small boys were throwing stones into his shop. He went out to drive them away. The boys ran and defendant fell and hurt himself. Fined \$5, or 14 days.

The American blue-jackets who have come over to Hongkong from Manila during the last week or so have made up for the weary months they spent in Manila Bay. They have been having what they will no doubt call "a glorious time," having imbibed copiously and indulged freely in the amusement of "painting the town red." On the arrival of the German cruiser *Kaiserin Augusta* from Manila, the blue-jackets from that vessel appear to have broken loose in a similar manner. They crowded the drinking saloons at which soldiers and sailors do chiefly congregate, and a good number of them found themselves on Monday night in the same place as some of the sailors of Uncle Sam. The expected happened. Epithets of a character not particularly complimentary were exchanged. Blows followed words, and ultimately there was a regular melee. One Yankee sailor was particularly conspicuous. He was roving about Queen's Road with his trousers and sleeves rolled up asking in a thick voice "Where are these mailed fists?" and coming across what he sought opened fire without waiting for any formal declaration of war. Fortunately nothing resulted worse than a few bunged-up eyes. The landlord will, however, have to lay in a new stock of glasses.

A Chinese seaman was charged at the Magistracy yesterday with obstructing P. C. Lippiatt in the execution of his duty. On Monday night the constable and some other officers boarded a junk for the purpose of searching for opium. He saw defendant throw something down the rudder casing. He turned to go to see what it was when defendant and some others seized him and dragged him back. As he had further trouble with defendant he arrested him. Opium was found in the junk, but not in the possession of defendant. Defendant said he was lying down when the constable came and dragged him from the bed and said he had thrown something overboard. He did not smoke opium. A fine of \$25, or six months, was imposed.

A Canton correspondent writes:—A few evenings ago, Mr. Webster, of the steamer *Hondm*, who recently distinguished himself by ridding the Hongkong harbour of a monster, whilst walking on the bund here with some friends encountered a big snake. Mr. Webster at once tackled the reptile, and after a sharp struggle succeeded in despatching it, and took it on board and bottled it up. It was found to be about 5 feet long, and some said it was a cobra; but the general knowledge of snakes is somewhat of a visionary nature and so there is some doubt on this point. Where there is one, however, there are probably more; and as they are dangerous gentlemen to have around where so many children are playing Mr. Webster deserves the thanks of the community for having rid it of at least one of them.

At the Magistracy on 5th Sept. Frederick Shields, a seaman, was charged with stealing a jacket and a hat, value \$20, the property of H. Jensen, cook on the British ship *Rainier*. Complainant said he was at the Sailors' Home on Saturday night. He went to the Home a little after nine o'clock, and as he did not know his room, being a stranger, he took off his coat and hat and lay down outside the superintendent's quarters. Early the next morning defendant woke him up and asked, "Have you lost anything?" He replied that he had not, as he had not been paid off yet. Defendant kept talking to him, and he ultimately told him to go away as it was too early for a drink. Soon after he (complainant) got up and went away for a short time. On his return he found that his coat and hat had gone. He told the watchman, and then a Chinaman came up and said a man had taken them upstairs. P. C. Macdonald deposed to arresting defendant and finding the coat and hat behind a door which was hooked back. Defendant said he intended to give them to the owner at daylight after he had complained to the superintendent. He did it to get the watchman into trouble because he searched him every night for liquor. Defendant was sent to prison for two months with hard labour.

MISCELLANEOUS.

On the return journey in Saturday's yacht race, says the *N. C. Daily News* of the 29th Aug., the *Lorna* was struck by a squall and capsized near the Japanese cruiser, throwing the crew of three and her skipper, Capt. J. P. Roberts, into the water. The *Pingching* sent a boat to them and with the assistance of two launches took the boat in tow to shallow water, where she was baled out and towed back to her moorings. The damage done to the boat appears to be very slight, only a little of the planking on the starboard side near the stem being stove in.

At H.B.M. Police Court at Shanghai on the 1st September Charles Bithrey, a sullen-looking fellow, cook of the British sailing vessel *Dunfermline*, was charged on a warrant that "wilfully and of his malice aforethought he did attempt to murder the mate of the said ship, one Edwin Poole, by striking him with a cleaver on board the said vessel whilst lying in the port of Shanghai on the 30th August, 1898." It appears that there was some trouble between the chief mate and the cook, and that the latter attacked the mate with a chopper. The mate was removed to the General Hospital, where it was found that his skull was fractured in three places, and that he had sustained other serious injuries. He is said to be in a most precarious condition.

An accident which might have proved very serious happened to Mrs. Montrie at Shanghai on the 29th August, we learn from the *N. C. Daily News*. She was returning to town with a party of ladies two of whom were driving in a carriage, she and two others riding bicycles, and when opposite the entrance to the Recreation Ground, Mrs. Montrie, in trying to clear a ricksha, came in contact with the carriage. She was knocked over and the two wheels passed over her body. She was taken into the International Cycle store and shortly afterwards conveyed home where she was attended by Dr. Reid. We are pleased to learn that her injuries are not so serious as was at first feared.

The *Universal Gazette* (formerly the *Daily Chinese Progress*) states that according to Palace reports their Majesties the Emperor and Empress Dowager will leave Peking and Eho Park, respectively, for the Southern Hunting Parks on the 13th of October next, where they will see the annual combined grand review of Manchu troops (Imperial Guards and Peking Field Force) and Chinese Metropolitan regiments, which will last about four days. Then their Majesties will take the Imperial train at Machiapu, outside the Yunting-gate of Peking, at noon on the 17th for Tientsin, where an improvised Palace is being now prepared for the Imperial tourists at Haikuangszu, or the Western Arsenal, about a couple of miles behind the British Settlement at Tientsin.—*N. C. Daily News*.

Reports have been received from Newchwang that the Russians are trying to compel the owners of land in that port and the cities of Haicheng and Kaiping to sell land at ridiculously low prices—not even one-half of the usual market quotations—and that, in consequence, the people are on the point of rebellion. This will be just what the Russians wish, as it will afford them the pretext of accomplishing military occupation of the places they desire to possess. It is to be hoped that the inhabitants of Fengtien will not walk into the trap the Russians have evidently prepared for them. The mandarins, it is reliably reported, are utterly powerless, placed as they are between the two unmanageable cross-fires of Russians and natives. The landowners of Newchwang, Haicheng, and Kaiping have also organised an association amongst themselves to resist the encroachments of the Russians.—*N. C. Daily News*.

We have heard of strikes of various descriptions, from cabmen to schoolboys, but the one now in progress at Macao is, we should say, the most peculiar on record. Under the heading of "Strike of prostitutes" the *Echo Macaense* of the 4th September says:—"These women continue their opposition to the new regulations. All the brothels are closed and the result is that many people suffer in their business, especially the fantan, opium, and pacapiu houses, the florists, water carriers, eating houses, restaurants, and various other trades. No one can imagine the influence that brothels exercise upon commerce in China. The customs being little affected by morality there is no pastime or amusement amongst the Chinese in which the feminine element does not enter. If one wants to entertain a friend or a mandarin or if any proposed enterprise has to be discussed, nothing can be done without eating and drinking, with the assistance of the *pi-pa-chais*, or singing girls, who also prepare the opium for opium smokers, serve at table, and fan the guests. These are customs, intrinsically repugnant to our civilisation."

COMMERCIAL

TEA.

EXPORT OF TEA FROM CHINA TO UNITED KINGDOM AND CONTINENT.

	1898-99	1897-98
	lbs.	lbs.
Hankow and Shanghai...	9,912,991	10,503,236
Foochow	8,979,239	8,826,695
Amoy.....	179,934	384,312
Canton	2,423,739	2,993,927
	21,495,933	22,713,170

EXPORT OF TEA FROM CHINA TO ODESSA

	1898-99	1897-98
	lbs.	lbs.
Shanghai and Hankow...	21,776,036	19,333,134

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1898-99	1897-98
	lbs.	lbs.
Shanghai.....	5,865,861	8,211,786
Amoy	5,242,951	7,826,120
Foochow	3,802,431	4,385,894
	14,910,796	20,423,800

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1898-99	1897-98
	lbs.	lbs.
Yokohama...	15,087,125	18,448,961
Kobe	6,923,619	9,682,782
	21,480,744	18,131,743

SILK.

SHANGHAI, 3rd September.—(From Messrs. A. R. Burkill & Sons' Circular).—There is no change to report in the home markets, quotations remaining unchanged. Raw Silk.—Very little has been done this week, yet holders are very firm, and seem more inclined to wait than to meet buyers' ideas. Taysams.—About 100 bales have been settled. Yellow Silk.—Very little is doing; prices are easier. Arrivals, as per Customs Returns, August 27th. to September 2nd are: 1,047 bales. White, 59 bales Yellow and 20 bales Wild Silks. Re-reels and Filatures.—About 300/400 bales. Steam Filatures have been settled for the Continent; all market chops, on an average of Tls. 715/725 for 1st, 2nd and 3rd choice, declined from 9/11 to 13/15, but principally the latter. There has been no business done for America, either in Steam Filatures or Hand Filatures. The Export of Steam Filatures to date is: 674 bales to the Continent, 481 bales to America, and 36 bales to England. Wild Silks.—Little doing; there has been a good demand for some time past for Szechuen Tussah Raw at Tls. 190/205. Waste Silks.—A fair business is doing and we have heard of the following settlements:—

	at Tls.
300 Curles, No. 1.....	52/52½
500 Szechuen Frisonnets (whole bales)...	21½/22
300 Kinyuen Crapauds (whole bales)...	26
300 Compoo Frisonnets (whole bales)...	22½/23
Honan Pongees.—There has been a good demand for these, and contracts have been made to some extent for 19 in. by 19 yds. by 30/35 oz. Cargo at 21/22½ Tael cents per oz.	
Prices calculated by Maerten's Tables at 11 per cent. Exchange 2/8½; Freight Tls. 7.80 per bale.	
	Tls. Stg.
	per picul. per lb.
Taslees.—Blue Double Elephant	447½ 10 5½
Taysam.—Green Kahing Y. V. O Chayling	447½ 1 5½
" Tongpan	427½ 10 0
" White Kiling Gold Lily Flower	405 9 6
" 9 by 12 Moss, Double Butterfly	395 9 3½
Skeins.—Blue Monster	355 8 4½
Yellow Silk.—Wongchow	277½ 6 7½
Steam Filature.—1st, 2nd, and 3rd Choice	72½ a 725
135 den. ... av. price	167 a 168½

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1898-99	1897-98
	bales.	bales.
Shanghai	20,757	20,984
Canton	10,292	7,685
Yokohama.....	3,811	2,044
	34,860	30,613

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1898-99	1897-98
	bales.	bales.
Shanghai	1,305	2,312
Canton.....	4,011	3,897
Yokohama	1,610	3,285
	6,926	9,494

CAMPHOR.

HONGKONG, 9th September.—The market is firm. Quotations for Formosa are \$41.25 to \$44.50. Sales, 370 piculs.

SUGAR.

HONGKONG, 9th September.—A further rise in prices is reported, to which the demand for the mid-Autumn Festival has contributed. Quotations are:—

Shekloong, No. 1, White...	\$7.50 to 7.52	per pol.
do. " 2, White...	7.29 to 7.33	"
Shekloong, No. 1, Brown...	4.92 to 4.95	"
do. " 2, Brown...	4.80 to 4.82	"
Swatow, No. 1, White...	7.42 to 7.45	"
do. " 2, White...	7.22 to 7.25	"

Swatow, No. 1, Brown...	\$1.82 to 1.85	per pol.
do. " 2, Brown...	4.72 to 4.75	"
Foochow Sugar Candy.....	11.24 to 11.27	"
Shekloong "	10.94 to 10.97	"

MISCELLANEOUS EXPORTS.

Per steamer *Ernest Simons*, sailed on the 27th August. For France:—918 bales raw silk, 259 bales waste silk, 8 cases silk piece goods, 25 packages tea, 13 cases woodware, 14 cases curios, 8 cases Chinaware, 19 packages hair, and 13 packages matting. For Milan:—30 bales raw silk. For London:—50 bales raw silk, 2 cases silks. For Manchester:—1 bale waste silk,

Per steamer *Foong Suey*, sailed on the 28th August. From Hongkong for New York:—15,044 rolls matting, 1,000 bales cassia lignea, 250 bales broken cassia, and 24 cases Chinaware.

Per steamer *Prometheus*, sailed on the 29th August. For London:—725 packages tea, and 3,684 boxes tea, 1,257 boxes, 549 4-chests, and 64 packages tea from Amoy, 50 cases essential oil, 5 cases bristles, 91 cases Chinaware, 29 cases blackwoodware, 20 cases condensed milk, 1,106 cases and 450 casks preserves, 100 bales waste silk, 8 bales canes, 521 packages shells, and 29 packages sundries. For London and/or Manchester:—150 bales waste silk. For London and/or Hamburg and/or Antwerp:—20 cases bristles. For Manchester:—100 bales waste silk. For Amsterdam:—95 cases and 50 casks ginger. For Antwerp:—33 bales feathers. For Hamburg:—67 bales feathers, and 5 cases shells. For Port Said:—25 cases glassbangles.

Per steamship, *Emily F. Whitney*, sailed on the 31st August. For New York:—54 cases earthenware, 50 cases paper, 100 casks soy, 350 packages canes, 664 packages rattanware, 700 bales broken cassia, 1,250 packages firecrackers, and 3,710 cases fans.

Per steamship, *Malaya*, sailed on the 31st August. For Havre:—9 cases blackwoodware, and 117 bales split bamboo. For Rotterdam:—1 case counters, 7 bundles hides, 16 cases cigars, and 24 cases nutmegs. For Copenhagen:—2 cases private effects, 2 casks soy, 4 cases sundries, 37 casks, and 80 cases ginger, 625 cases cassia. For Tonsberg:—5 cases curios. For Frederiksstad:—2 cases curios.

Per steamer *Sikh*, sailed on the 1st Sept. For New York:—1,001 packages cassia 611 rolls matting, 120 cases bristles, 43 bales rattanware, 19 cases woodware, 9 cases firecrackers, 1 case silks, and 1,833 packages merchandise.

Per steamer *Arcadia*, sailed on the 2nd September. For London:—20 cases bristles, 80 cases cigars, 250 cases cassia, and 500 cases preserves. For London and/or Hamburg:—20 cases bristles and 250 cases cassia lignea. For London and/or Hamburg and/or Antwerp:—89 cases bristles and 150 cases cassia. For Hamburg:—1 case silks, 7 cases hair, 8 cases cigars, 10 cases teasticks, 10 cases Chinaware, 14 cases sundries, 15 cases fans, 15 cases essential oil, 20 cases feathers, 21 bales goatrugs, 30 bales rattan-shavings, 46 cases bristles 70 packages canes, 134 bales galangal, and 150 cases cassia. For Antwerp:—7 cases cigars, and 200 cases cassia. For Bremen:—5 cases earthenware, 21 cases preserves, and 44 rolls mats. For New York:—10 bales raw silk.

Per steamer *Indrapura*, sailed on the 3rd September. For New York:—1,174 cases and 1,001 bales cassia, 3,875 packages firecrackers, 2,020 bales hemp, 50 packages soy, 50 cases essential oil, 89 packages blackwoodware, 14 cases bristles, 15 cases human hair, 10 cases bamboo fans, 70 packages rattanware, and 4 packages sundries.

Per P. & O. steamer *Borneo*, sailed on the 3rd September. For London:—45 cases Chinaware, 56 cases blackwoodware, 19 cases personal effects, 450 cases preserves, 24 cases cigars, 22 cases bristles, 16 cases sundries, 32 bales canes, 30 bales feathers, 100 rolls matting, 1 case rattanchairs, 6,310 boxes tea, 100 casks preserves, and 1,233 bales hemp.

Per P. & O. steamer *Chusan*, sailed on the 3rd September. For London:—90 bales raw silk, 5 cases silk piece goods, 1 case Chinaink, and 1 case sundries. For Gibraltar:—55 cases cigars from Manila, and 1 case curios. For France:—805 bales raw silk, 14 cases silk piece goods, and 4 packages tea from Foochow. For Milan:—15 bales raw silk.

OPIUM.

HONGKONG, 9th September.—Bengal.—There has been a slight falling off in the demand for this drug and prices are now a little weaker, closing quotations being \$765 for New Patna, \$745 for New Benares, and \$752 for Old Benares.

Malwa.—Business was fairly active during the early portion of the period under review, but since then there has been nothing doing, and the market closes quiet at the following figures:—

New (this yr's.) \$760 with all'nce. of 1 to 1 cty.
Old (2 1/2 yr's.) \$810 " " of 1 to 2 1/2 " "
" (5/7 ") \$870 " " of 0 to 4 " "
" (9/9 ") \$970 " " of 1 to 4 " "

Persian.—The market has ruled quiet throughout the past week, and closes at \$560 to \$630 for Oily and \$350 to \$770 for Paper-wrapped, according to quality.

To-day's stocks are estimated as under:—

New Patna.....	1,252 chests
Old Patna.....	138 "
New Benares.....	272 "
Old Benares.....	52 "
Malwa.....	380 "
Persian.....	190 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1898.	\$	\$	\$	\$	\$	\$
Sept. 3	767 1/2	—	745	755	760	—
Sept. 4	767 1/2	—	745	755	760	—
Sept. 5	765	—	747 1/2	752 1/2	760	—
Sept. 6	765	—	747 1/2	752 1/2	760	—
Sept. 7	765	—	745	752 1/2	760	—
Sept. 8	765	—	745	752 1/2	760	—
Sept. 9	765	—	745	752 1/2	760	—

RICE.

HONGKONG, 9th September.—The decline continues and the market is very weak. Quotations are:—

Saigon, Ordinary.....	\$2.70 to 2.75
" Round, good quality.....	3.00 to 3.05
" Long.....	3.30 to 3.35
Siam, Field, mill cleaned, No. 2.....	2.80 to 2.85
" Garden, " No. 1.....	2.35 to 3.40
" White.....	4.20 to 4.25
" Fine Cargo.....	4.50 to 4.57

MISCELLANEOUS IMPORTS.

HONGKONG, 9th September.—Among the sales reported during the week are the following:—

YARN AND PIECE GOODS.—Bombay Yarn.—50 bales No. 6 at \$71, 1,400 bales No. 10 at \$70 to \$80, 500 bales No. 12 at \$77 to \$82.50, 200 bales No. 16 at \$83.50 to \$90, 650 bales No. 20 at \$88 to \$96. White Shirtings.—250 pieces, 7, at \$4.30. Cotton.—117 bales at \$18.50. T-Cloths.—300 pieces 8 lbs. Mex. X.M. at \$2.35, 300 pieces 8 lbs. Mex. V. V. at \$2.94, 300 pieces 8 lbs. Mex. V. V. at \$2.94.

METALS.—Tin.—100 slabs Foong Chai at \$14.50, 100 slabs Foong Chai at \$14.50, 100 slabs Foong Chai at \$14.50, 100 slabs Siam at \$45. Tinplates Shorter.—200 cases at \$5.95. Yellow Metals.—40 cases, New Brand 14/32 oz at \$32.70.

SHANGHAI, 3rd September.—(From Messrs' Noel, Murray & Co.'s Piece Goods Trade Report.)—We have to go back to 1896 to find a duller week than this has been. But for one or two respectable forward transactions, which we mentioned as pending in our last, business has been nearly at a standstill. Many firms say they have had the almost unique experience of not making even a retail sale, and what has passed in indents is by no means general, it simply being on the part of one or two of the leading dealers, who think that now is the proper time to buy. And who can say they are not right? The situation is so complicated now by considerations of Exchange and the uncertain state of the home markets, without going into the question of what the demand will be from the consuming districts, they have simply to rely on their own judgment and risk the consequences. According to latest advices from London the Eastern Banks are buying silver there. This is welcome news, as it is hoped that by the end of October the present stringency in the money market will be relieved and Exchange be regulated more on the parity of

silver, instead of the uncertain system that has prevailed for some time past, but the first consideration will be of most importance to the trade and prevent a recurrence of the semi-panic that disturbed our market so in the Autumn months of last year. The one redeeming feature in our market this week has been an unexpected revival in the demand for Newchwang. The trade with that Port, which has been languishing for so long, has suddenly revived, the first evidence being quite a good enquiry for Yarns, and that this is extending to Piece goods is shown by the settlement to-day of a fair parcel of American Drills for clearance next week. It is hoped this may be the precursor of a general revival: there is no doubt Tientsin wants to buy, but scarcity of money appears to be troubling her at present. The other markets are dull, trade being somewhat interrupted by periodical holidays that take place in the middle of this moon. The anxiety of buyers was shown at the Auctions this week, where a further decline has to be recorded in nearly all the Grey goods and most of the White, in some cases to quite an unaccountable extent. Woolens of course following suit. The Yarn market appears to have touched bottom, and helped by the revived demand from Newchwang more business has been done, especially in Japanese Spinings, but mostly with native Importers. The market there is said to be two yen lower since last week. Local Cotton is easier, though still nominally quoted at Tls. 14.00 for best machine ginned. A little light rain might be beneficial to the growing crops, but the Summer is now over and everything points to a fine, suitable Autumn. Local.—The sales this week amount to about 1,400 bales, consisting of 200 bales No. 10s. for the Northern Ports, the balance being Nos. 12s., 14s. and 16s. in small bales for the local markets. Prices paid have been, for No. 10s. Yuh-loong Tls. 56.00, Laou-kung-mow Tls. 58.50 and Soychee Tls. 63.00. For the other counts prices have ranged as follows:—No. 12s. from Tls. 58 to Tls. 16. No. 14s. from Tls. 60 to 63.50 and No. 16s. from Tls. 63 to 66. Some short sales have yet to be covered at considerably over these prices.

METALS, 5th September.—(From Messrs. Alex Bielfeld & Co.'s Report).—In Metals during the week a few transactions have taken place, the following being reported:—220 tons London Horse-shoes, at 86/-, c.i.f.; 50 tons Boiler Tubes, at 92/-; 100 tons Steel Plate Cuttings, at 91/-; 75 tons Cobble, at 105/-, and 100 tons London Horse-shoes (spot), at Tls. 2.10.

JOINT STOCK SHARES.

HONGKONG, 9th September.—The improvement reported in last report has continued and a fair business has been put through during the week at steady rates, the market closing steady at quotations, but not very active.

BANKS.—Hongkong and Shanghai have ruled quieter, with only small sales at 204 and 205 per cent. prem., closing with sellers at the latter rate. Bank of China (ordinary) are enquired for at 10s. Nationals continue steady at 117 with small sales.

MARINE INSURANCES.—China Traders have found small buyers at \$63. Unions at \$215, and Cantons at \$130. The Northern Insurances and Straits remain on offer without sales or buyers.

FIRE INSURANCES.—No change or business to report.

SHIPPING.—Hongkong, Canton and Macao have changed hands during the week at \$24 1/2, \$24 1/2, and \$24 1/2, but at time of writing the market is firmer with sales and buyers at \$25 1/2. Indo-Chinas continue neglected and without business at \$55. Douglasses have been dealt in to a somewhat large extent at \$57 1/2, \$58, and \$58 1/2, closing with buyers at last rate. China Mutuals unchanged and without business. The Consulting Committee and the General Managers of Douglas Steamship Company have decided to recommend a dividend for the past year of 12 per cent., to write 8 per cent. off the value of steamers, and to place \$58,000 to reserve.

REFINERIES.—China Sugars still remain quiet and neglected with only small sales at \$155. Luzons have changed hands at \$42, and more are wanted at that rate.

MINING.—The market has ruled very quiet all round and there is but little business to report. Punjoms have changed hands in small lots at \$5.25 and Balmorals at 50 cents for preferences and 25 cents for ordinaries, both closing with sellers. Olivers have found small purchasers at quotations. Great Easterns on encouraging telegraphic news from the mine

have improved to \$4.50 after sales at \$4.20, \$4.30, and \$4.40. Raubs are almost entirely out of the market with sellers at quotation. The crushing for the two months ending 31st August gave a return of 2,050 oz. gold notwithstanding that it was reported the mill was stopped for some days on account of scarcity of water.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have ruled steady with small sales at 245 per cent. prem. for cash and at a little better than equivalent rates forward. Kowloon Wharves have improved to \$61, after fair sales at \$60 and \$60 1/2. Wanchais unchanged and without business.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue quiet with sellers at \$66; a sale was effected during the week at \$65, but buyers rule the market at that rate. Hotels have been negotiated at \$52, West Points at \$18, and Humphreys at \$8 1/2.

COTTON MILLS.—Remain neglected without business, but Hongkongs could be placed at \$47.

MISCELLANEOUS.—With the exception of sales of Watsons at \$12 there is nothing to report under this heading.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATION.
Panks—		[\$381.25, sellers]
Hongkong & S'hai...	\$125 205	205 1/2 prem=
China & Japan, prf.	25	nominal
Do. ordinary...	24	210, buyers
Do. deferred...	21	25. 6s.
Natl. Bank of China		
B. Shares.....	28	\$17
Founders Shares...	21	\$17, buyers
Bell's Asbestos E. A....	21	nominal
Campbell, Moore & Co.	19	\$8
China Prov. L. & M....	10	\$9 1/2, sales & sellers
China Sugar.....	100	\$155, sellers
Cotton Mills—		
Ewo.....	Tls. 100	Tls. 87 1/2
Hongkong.....	70	247, buyers
International.....	Tls. 100	Tls. 9 1/2
La u Kung Mow....	Tls. 100	Tls. 87 1/2
Soychee.....	Tls. 500	Tls. 4 1/2
Yahloong.....	Tls. 100	Tls. 60
Dairy Farm Co.....	\$1	\$5 1/2
Fenwick & Co., Geo....	\$25	\$29 1/2, sales
Green Island Cement...	10	\$2 1/2, sellers
Do. New Issue.....	5	\$10 1/2, sellers
H. & China Bakery....	50	\$33
Hongkong & C. Gas....	10	\$125
Hongkong Electric....	10	\$84
H. H. L. Tramways....	100	\$110, buyers
Hongkong Hotel.....	50	\$52, sales & buyers
Hongkong Ice.....	25	\$108, sellers
H. & K. Wharf & G....	50	\$61, buyers
Hongkong Rope.....	50	\$162, buyers
H. & W. Dock.....	125	24 1/2 p. ct. prem.=
Insurances—		[\$41. 5, sales]
Canton.....	50	\$130, sales & buyers
China Fire.....	20	\$95, sellers
China Traders'.....	25	\$63 1/2, sellers
Hongkong Fire.....	50	\$33 1/2, sellers
North-China.....	25	Tls. 180
Straits.....	20	\$9, sellers
Union.....	50	\$215, sales & sellers
Yangtze.....	60	\$129
Land and Building—		
H. Land Investment...	50	\$66
Humphreys Estate....	10	\$8.50, sal. & sellers
Kowloon Land & B....	30	\$17 1/2
West Point Building	40	\$18, sale.
Luzon Sugar.....	100	\$42, sales & buyers
Mining—		
Charbonnages.....	Fce. 500	\$10 1/2, sellers
Great E. & C'donian	5	\$1 1/2, buyer
Jebeu.....	5	\$1.75, sellers
New Balmoral.....	1	25 cts., sellers
Do. Preference....	1	50 cts., sellers
Oliver's Mines, A....	15	\$3, sellers
Do. B....	2 1/2	\$3.50
Punjom.....	5	\$7.35
Do. Preference....	1	\$1.50
Raubs.....	14s. 10d.	\$35, sellers
New Amoy Dock.....	6 1/2	\$4
Steamship Coy.—		
China and Manila....	50	\$78, sales
China Mutual Ord....	210	\$9 1/2, buyers
Do. Preference....	210	\$5 10s.
Do. Do.....	25	\$3
Douglas S. S. Co....	50	\$58 1/2, buyers
H., Canton and M....	15	\$25 1/2, buyers
Indo-China S. N.....	210	\$54 1/2, sellers
Star Ferry.....	7 1/2	\$8.75, sal. & buyers
Tebnan Planting Co....	5	\$5, sellers
Do.....	2	\$3, sellers
United Asbestos.....	2	\$1.40, buyers
Do.....	10	\$10, nominal
Wanchai Wareh'g Co.	37 1/2	\$41
Watson & Co., A. S....	10	\$12, sales

J. V. Y. VERNON, broker.

SHANGHAI, 5th September.—(From Messrs. J. P. Bisset & Co.'s Report).—With exception of Hongkong and Shanghai Bank shares, but a small business has been done, in some cases at lower rates. Banks.—Hongkong and Shanghai Banking Corporation.—Shares have been in some demand, and purchases were made from Hongkong at 203 and 234 per cent. premium, while locally sales were made at 203 and 206 per cent. for cash, and 212 to 213 per cent. for delivery on the 31st October. The market is firm at the close. Marine Insurance.—On our market business has been confined to a sale of North-Chinas at Tls. 180. Fire Insurance.—Hongkong continue on offer at 330, and Chinas at 95, without inducing purchasers. Shipping.—Hongkong, Canton and Macao Steamboat shares were sold to Hongkong at \$24.25. China Mutual S. N. shares, both Preference and Ordinary, and are wanted. Mining.—Jebu Mining and Trading shares were placed to Hongkong at \$1.50. Docks, Wharves and Godowns.—S. C. Farnham & Co. shares were placed at Tls. 170, and Shanghai Dock shares at Tls. 76. Shanghai and Hongkew Wharf shares changed hands at Tls. 115 and Tls. 117. Lands.—Shanghai Land Investment shares were placed at Tls. 84, and are offering. Industrial.—Major Brothers shares were sold at Tls. 30. International Cotton Mill shares were placed at Tls. 90 cash, Tls. 92 for November, and Tls. 93 for December. Shanghai I. I. shares were forced off at Tls. 100, and are offering. American Cigarette share changed hands at Tls. 70. We add to our list The Shanghai Ice, Cold Storage and Refrigeration Co., Ltd., divided into 4,000 shares of Tls. 25 each, of which 3,000 have been allotted. The 1,000 shares reserved for the public were applied for largely in excess. Tugs and Cargo Boats.—Shanghai Tug Boat shares were sold at Tls. 200, and are offering. Miscellaneous. In Tobacco shares: Shanghai Sumatras were sold at Tls. 77 for December and Tls. 70 cash, and are offering, and Shanghai-Langkats at Tls. 130 and Tls. 120 cash, Tls. 135 for September and Tls. 155 to Tls. 160 for December. Central Stores shares were done at \$10. Loans.—Business was done in Debentures:—Municipal 5 per cent. at Tls. 9, Land 6 per cent. at Tls. 10.2, and Wharf 6 per cent. at Tls. 10.1, plus the accrued interest in all cases.

EXCHANGE.

FRIDAY, 9th September.

ON LONDON.—	
Telegraphic Transfer	1/11½
Bank Bills, on demand	1/11½
Bank Bills, at 30 days' sight	1/11½
Bank Bills, at 4 months' sight	1/11½
Credits, at 4 months' sight	1/11½
Documentary Bills, 4 months' sight	1/11½
ON PARIS.—	
Bank Bills, on demand	2.43
Credits, at 4 months' sight	2.50
ON GERMANY.—	
On demand	1.99
ON NEW YORK.—	
Bank Bills, on demand	47½
Credits, 60 days' sight	48½
ON BOMBAY.—	
Telegraphic Transfer	145½
Bank, on demand	146
ON CALCUTTA.—	
Telegraphic Transfer	145½
Bank, on demand	146
ON SHANGHAI.—	
Bank, at sight	72½
Private, 30 days' sight	73½
ON YOKOHAMA.—	
On demand	4½ % pm.
ON MANILA.—	
On demand	2 % pm.
ON SINGAPORE.—	
On demand	1 % pm.
SOVEREIGNS Bank's Buying Rate	10.08
GOLD LEAF, 100 fine, per tael	54.00

TONNAGE.

SHANGHAI, 3rd September (from Messrs. Wheelock & Co.'s report).—During the past fortnight there has been very little done in exports, either for London or New York, steamers for both ports having left with very small cargoes for this time of year, the tea market especially being in a very dreary state. The continued high exchange is no doubt largely responsible for the extreme dullness in trade—in fact in all business—and coupled with the advance of 5s. per ton for cargo to New York it is little wonder that things generally are lifeless. Coasting is just about in the same state, and were it not for the slight improvement in rates in the south, local liners would be having a bad time of it, as from the reports

received from the north the demand for tonnage is anything but good, but as is usual we expect enquiries will come with a rush. Rates of freight are:—London, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; Northern Continental ports, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; New York via London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Baltimore via London, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Konigsberg via London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Manchester, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Liverpool, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Hamburg, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s. Above rates are subject to a deferred rebate, as per Conference circular. Havre, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 40s. 6d. net; Genoa, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 40s. 6d. net; Marseilles, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 40s. 6d. net. 35s. per ton of 20 cwt. net for above three ports. New York, by sail, 18s. nominal. New York via Pacific, 1½ gold cents per lb. tea, 6 cents per lb. silk, \$10 per ton strawbraid. New York via Suez, 30s. general cargo, 10s. extra for Turmeric, 30s. for tea. Boston, 37s. 6d. general cargo, 10s. extra for Turmeric, 40s. for tea. Philadelphia, 37s. 6d. general cargo, 10s. extra for Turmeric, 40s. for tea. Coast rates.—Mojito to Shanghai \$1.40 per ton coal, nominal; Nagasaki to Shanghai \$1.40 per ton coal, nominal; Newchwang to Kobe little doing; Newchwang to Swatow little doing; Newchwang to Canton little doing; Wuhu to Canton closed.

VESSELS ON THE BERTH.

For LONDON.—Dardanus (str.), Alesia (str.), Manila (str.), Bullej (str.), Socotra (str.), Hitachi Maru (str.).
For BREMEN.—Preussen (str.).
For MARSEILLE.—Hitachi Maru (str.), Salazie (str.).
For SAN FRANCISCO.—Doric (str.), Aztec (str.).
For VANCOUVER.—Empress of Japan (str.).
For VICTORIA, B. C.—Mogul (str.), Tacoma (str.).
For TACOMA.—Tacoma (str.).
For NEW YORK.—Liv (str.), Indravelli (str.), Octavia (str.), Prince Arthur, Crown of Germany, Macduff (str.), Muskoka, Governor Robie, Adolph Orbis, Paul Revere, Josephus.
For HAVRE AND HAMBURG.—Suevia (str.), Silesia (str.).
For AUSTRALIA.—Airlie (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST

MAIL.

HONGKONG.

September—ARRIVALS.

2, Hermes, Norw. str., from Hongay.
3, Ask, Danish str., from Bakhoi.
3, Michael Jensen, Ger. str., from Sourabaya.
3, Tainan, British str., from Melbourne.
4, Boston, Amr. cruiser, from Manila.
4, Amoy, German str., from Moji.
4, Hailong, British str., from Tamsui.
4, Hainan, German str., from Chefoo.
4, Irene, Chinese str., from Shanghai.
4, Kagoshima Maru, Jap. str., from Kobe.
4, Kiangpak, Chinese str., from Swatow.
4, Oxus, British str., from Philippines.
4, Pronto, German str., from Chefoo.
4, Siegfried, German str., from Amoy.
4, Leeyuen, Chinese str., from Canton.
4, Glenfalloch, British str., from Straits.
5, Fausang, British str., from Hongay.
5, Jasoh, British str., from Liverpool.
5, Kaiserin Augusta, Ger. cr., from Manila.
5, Mongkut, British str., from Manila.
5, Oslo, Norwegian str., from Manila.
5, Suisang, British str., from Calcutta.
5, Challenger, Amr. ship, from Shanghai.
5, Haishen, Chinese cruiser, from Columbia.
5, Taichow, British str., from Bangkok.
5, Wosang, British str., from Canton.
6, Sungkiang, British str., from Manila.
6, Indralema, British str., from New York.
6, Mogul, British str., from Portland, Or.
6, Patroclus, British str., from Shanghai.
6, Hunan, British str., from Canton.
6, Aztec, Hawaiian str., from San Francisco.
6, Dagmar, Norwegian str., from Shanghai.
6, Tamsui, British str., from Newchwang.
6, Fushun, Chinese str., from Shanghai.
6, Hailan, French str., from Pakhoi.
7, Kwangsi, British str., from Singapore.

7, Nanchang, British str., from Canton.
7, Activ, Norwegian str., from Bangkok.
7, Hanoi, French str., from Haiphong.
7, Humber, British storeship, from Shanghai.
7, Thales, British str., from Coast Ports.
7, Cathay, British str., from Singapore.
7, Hangchow, British str., from Shanghai.
7, Peiyang, German str., from Iloilo.
7, Phra Chom Klao, Brit. str., from Bangkok.
7, Tritos, German str., from Saigon.
7, Hsiping, Chinese str., from Tientsin.
8, Sarnia, German str., from Moji.
8, Irene, Chinese str., from Canton.
8, Hermes, Norwegian str., from Canton.
8, Haimun, British str., from Tamsui.
8, Taicheong, German str., from Swatow.
8, Tetartos, German str., from Swatow.
8, Memnon, British str., from Sandakan.
8, Quarta, German str., from Sourabaya.
8, Telemachus, British str., from Liverpool.
8, Toyo Maru, Japanese str., from Kobe.
9, Salazie, French str., from Shanghai.
9, Kwongsang, British str., from Cebu.
9, Airlie, British str., from Foochow.
9, Kashing, British str., from Hongay.
9, Monmouthshire, British str., from London.
9, Unity, Norwegian str., from Mororan.
9, Verona, British str., from Manila.
9, Wingsang, British str., from Shanghai.
9, Baltimore, Amr. cruiser, from Manila.
9, Bankoku Maru, Jap. str., from Foochow.
9, Tacoma, British str., from Victoria, B.C.

September—DEPARTURES.

3, Chusan, British str., for Europe, &c.
3, Olympia, Amr. flagship, for Manila.
3, Raleigh, Amr. cruiser, for Manila.
3, Taiyuan, British str., for Kobe.
3, Yuensang, British str., for Manila.
4, Borneo, British str., for London.
4, Donar, German str., for Saigon.
4, Holstein, German str., for Saigon.
4, Kong Beng, British str., for Swatow.
4, Marie Jensen, German str., for Hongay.
4, Nanyo Maru, Jap. str., for Kobe.
4, Nord, Norwegian str., for Bangkok.
4, Rohilla, British str., for Yokohama.
4, Sishan, British str., for Swatow.
4, Concord, Norw. sch., for Bangkok.
4, Spinaway, British sch., for Vancouver.
4, E. F. Whitney, British ship, for N. York.
5, Fausang, British str., for Chinkiang.
5, Kiangpak, Chinese str., for Chinkiang.
5, Shantung, British str., for Sourabaya.
5, Whampoa, British str., for Shanghai.
5, Concord, Amr. cruiser, for Manila.
6, Broadmayne, British str., for Pankalan Susu.
6, Ask, Danish str., for Hoihow.
6, Haishen, Chinese cr., for Shanghai.
6, Denteros, German str., for Manila.
6, Hailong, British str., for Swatow.
6, Kagoshima Maru, Jap. str., for Singapore.
6, Leeyuen, Chinese str., for Shanghai.
6, Wosang, British str., for Shanghai.
7, Hunan, British str., for Shanghai.
7, Indralema, British str., for Shanghai.
7, Frejr, Danish str., for Hoihow.
7, Crown of Germany, Brit. ship, for N. York.
7, Glenfalloch, British str., for Amoy.
7, Kaiserin Augusta, Ger. cr., for Nagasaki.
7, Powerful, British cruiser, for Manila.
7, Bormida, Italian str., for Singapore.
7, Chowfa, British str., for Bangkok.
7, Fushun, Chinese str., for Canton.
7, Germania, German str., for Saigon.
7, Hainan, German str., for Vladivostock.
7, Martha, German str., for Karatsu.
8, Rheingold, German str., for Saigon.
8, China, German str., for Saigon.
8, Glenearn, British str., for Cebu.
8, Hangchow, British str., for Canton.
8, Hermes, Norwegian str., for Hongay.
8, Nanchang, British str., for Swatow.
8, Patroclus, British str., for London.
8, Taileo, German str., for Manila.
8, Tsinan, British str., for Yokohama.
8, Yamaguchi Maru, Jap. str., for Kobe.
9, Hailan, French str., for Hoihow.
9, Butuan, Spanish str., for Manila.
9, Dagmar, Norwegian str., for Manila.
9, Hanoi, French str., for Haiphong.
9, Irene, Chinese str., for Shanghai.
9, Sungkiang, British str., for Amoy.
9, Thales, British str., for Swatow.